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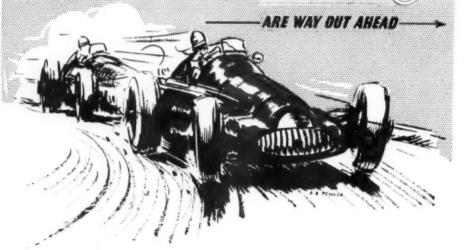
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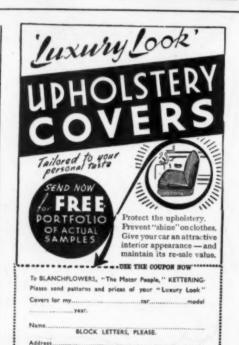
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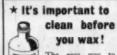
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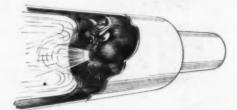


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FOUNDED 1895

No. 2941

FRIDAY, APRIL 11, 1952

Vol. XCVII

Turbine Divergence

OR those who are optimistic regarding the prospects of the gas turbine for car propulsion, the divergence of views made public by disclosure of Sir Frank Whittle's misgivings has much more than an academic interest. In the aircraft field, the multi-bladed axial compressor unit has ousted the centrifugal compressor, with its simple one-piece rotor, and development of the latter has halted, a fact which the eminent pioneer deplored. Yet it is in the centrifugal compressor turbine that the chief car hopes reside, for the limited number of separate blades required in this power unit are confined to the turbine wheel, which means that the cost need not be prohibitive; the axial compressor, however, requires many high-precision blades for itself, and as blade production is the most costly and difficult item in turbine engine manufacture this fact militates against cheap quantity production, especially in the light of contemporary blade technique. Research may ease the manufacture of this precise but tiny aerofoil.

The position is not quite so simple, nor so gloomy, as the bare facts indicate. The present emphasis on aircraft development is one that is over-stimulated by rearmament, and also somewhat over-publicized. But the competitive incentive to the development of the small turbine for car use is tremendous, and the Rover company have already travelled far along the road to success; no doubt, also, there are other engineers in the motor industry engaged in research in this direction, even if their efforts have not yet reached the stage where publicity would be any more than an embarrassment. Moreover, gas turbine technology for aircraft purposes is not entirely irrelevant to its development for road vehicle propulsion.

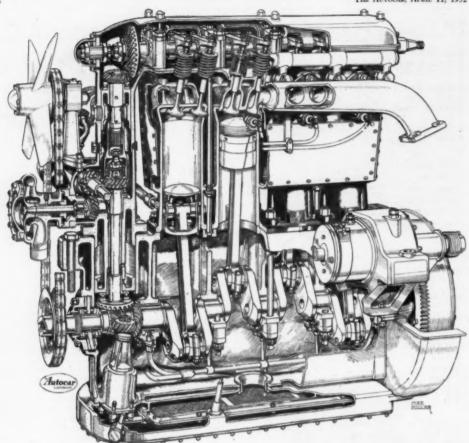
In the air, this country enjoys a long lead. On the road other countries are catching up. The Boeing company of America has a gas turbine lorry. France has the Laffly turbine in a big lorry. The French Turbomeca is being scaled down with road use in mind. Sir Frank Whittle's misgivings are, presumably, confined to aircraft developments, but it is to be hoped that similar misgivings will not arise regarding car possibilities.

Rally Verdict

N the whole we share with the competitors the opinion that the R.A.C. Rally was a very enjoyable event. Snow and hard frost in the south-eastern section of the country made the early part of the route much tougher than its nature suggested, and the genius of the R.A.C. in devising the intermediate tests was apparent from the results, for by the time the cars reached Scarborough the order was clear and there were no multiple ties.

In view of this, it was a little disappointing that the regularity test on Oliver's Mount, the excellent little road circuit just outside Scarborough, had such a drastic effect on the order, although to say that is not to reflect in the least on the performance of the winners. Final tests are necessary and admirable for the purpose of weeding out the winner from a number of equals, but last Saturday's must have proved a bitter disappointment to K. E. Bancroft, whose Morgan had put up a splendid performance and was in the lead with 60 marks lost at the end of the road run, while E. I. Appleyard lay second, his XK120 having been penalized to the extent of 60.4 marks; the eventual winner moved up from fifth place as a result of his brilliant Oliver's Mount driving.

It is not, of course, possible to devise the perfect system, and the one under which the rally was run needs little alteration. Some flexibility in the weighting of the final test is desirable, perhaps, so that much good work on the road section is not brought to nought by a single stop-watch error; some telescoping here and there to avoid the impression that the event is beginning to drag; and a tightening up of the organization still further with this in mind. All in all, however, the rally was an excellent event, and promises to become even more popular.



Four valves per cylinder, non-detachable cylinder heads, a fully machined five-bearing crankshaft, and shaft and gear drive to camshaft, magneto and water pump are features of the famous engine.

80 × 149 mm ...

... BUT THE 3-LITRE FOUR-CYLINDER
BENTLEY WAS FAMOUS FOR OTHER
THINGS THAN ITS LENGTHY STROKE

by Max Millar

In 1919, 33 years ago, first announcement appeared in The Autocar of a new 3-litre sports chassis designed by W. O. Bentley. This chassis, which was exhibited at Olympia and came into production in 1921, immediately created great interest on account of its qualities and general features, and because W. O. Bentley had announced that the car was built for speed combined with great reliability; and the Bentley did, in fact, achieve a supremacy in popularity in the fast car field after World War I in much the same way as one or two outstanding makes have done since the last war.

Without any question Bentley, with H. T. Burgess, chief designer, and H. Varley, chief of the drawing office, showed a mastery of form and detail, and his chassis are, to this day, outstanding examples of classic design. Many records stood to its credit, many of the 3-litre models (which, after all, went out of production in the late 'twenties) are in the hands of owners today, as can be verified by the records of the Bentley Drivers' Club.

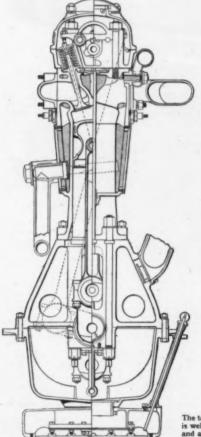
The 3-litre Bentley power unit, an engine built for a thoroughbred sports chassis, has always been a favourite with me because of its clean proportions, handsome appearance, straightforward design and absence of complication. The unit was designed specifically to have the characteristics of a racing engine, but was detuned to give a high degree of reliability with economy in fuel consumption, yet there was no complication in the engine which would make maintenance difficult for ordinary owners.

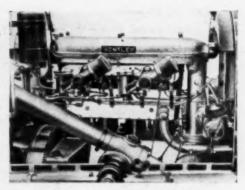
Bore and stroke are 80 mm and 149 mm (capacity 2,966 c.c.), and in the earlier models the compression ratio was as low as 4.3 to 1; the power output was around 70 b.h.p.

at 3,500 r.p.m.

In the various models, long- and short-chassis, from 1922 up to 1927-28, the compression ratios were gradually increased in stages up to 6.5 to 1, when 88 b.h.p. was developed at 3,500 r.p.m., while 100 b.h.p. was achieved in an experimental engine. From time to time modifications were made to pistons, connecting rods, water pumps, valve rockers and casings, oil pumps and sumps, but no radical change was made to the basic elements of the engine.

At the end of World War I, when the Bentley design team produced their first engine, the long-stroke, high-efficiency unit with multiple inlet and exhaust valves was the fashion in design, and the Bentley incorporated these features from the outset. The long stroke and a long connecting rod (295 mm, or approximately 11 in between centres) combined to produce an extraordinarily tall engine nearly three feet high, but beautifully proportioned. Those connecting rods,





Twin S.U. carburettors and the induction system on the 3-litre Bentley. The engine almost filled the bonnet of a Bentley chasais, and was superbly finished externally.

machined all over, each weighed 1lb 15oz complete, while the pistons varied from 1lb 1½oz (with rings and gudgeon pin) in the low-compression version to 1lb 7oz for the high-compression type. The slender rods stood up well to hard and sustained running, and such fractures as occurred were usually the result of overweight pistons being fitted.

The twin exhaust and twin inlet valves (37mm diameter) were adopted to enlarge the seating area and cooling surface of the valves and to increase power and reliability, with at least 20,000 miles between overhauls. The valves are set at an inclusive angle of 30 degrees, the inlet ports being siamesed and the exhausts each independently ported to the manifolds. Cylinder barrels, heads and ports are cast iron in one piece, but the casting is flanked on all four sides with detachable aluminium cover plates held by small screws. The jacketing is ample everywhere, and water flow past the cylinder heads and porting is accelerated vertically by positive flow streams in certain models from internal duct pipes in the cylinder jacket leading from the water pump. Out-take of water is from points opposite each pair of exhaust valves to an external gallery pipe and thence to the radiator.

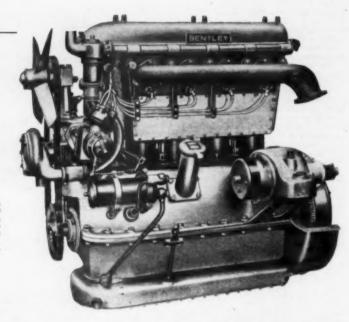
Ahead of Their Time

The crankshaft is machined and polished all over and bored and drilled for normal pressure lubrication, the weight being 34lb. The five main bearings are normal in design, but the three centre bearing caps are anchored to the cylinder block by long botts—this and other features in the engine, including the positive circulation of water in the cylinder jacket, mark the Bentley design team as being far ahead of contemporary design. There were several variations in the arrangement of the sump and oil pump, and that shown in my drawing and in other details such as valve rockers, pistons and water pump, makes a composite engine which may well differ from other examples.

A vertical drive with bevel gears at the front end of the power unit operates the overhead camshaft through a splined shaft and telescopic casing which permits the extension entailed by the upward expansion under heat of the cylinder block. Magnetos (for dual ignition) and water pump are operated by skew gears from the vertical drive. The camshaft has three cams for each set of valves, two operating the inlet valves through a pair of rockers, and the third opening and closing the exhaust valves through a

The tail power unit with its long stroke and multiple overhead valves is well demonstrated in this section. The detachable cylinder block and arrangement of the cylinder head were characteristic of racing engine design in the 1920 period. Out-take of water from the heads was through a duct close to each pair of exhaust ports.

80 x 149 mm continued



The transversely mounted magnetos, driven by a cross shaft from the vertical shaft drive to the camshaft, are ideally accessible for mainten-ance, while on the crankcase are mounted the pressure oil filter, oil filler and starter motor in acces-sible positions.

single forked rocker. In the early models steel rockers were used, but later these were superseded by duralumin components. The dynamo, located on the bulkhead, is driven through fabric universal joints from the tail of the camshaft, while the starting motor is held in the exceptionally strong left-side engine supporting arm in an accessible position.

A single Smith five-jet carburettor was fitted to the early engines, later to be superseded by twin S.U.s. On the crankcase left side is the external high pressure oil filter, and an automatic belt tensioner is fitted when a fan is used

on the engine for town work.

The success of the 3-litre in competition needs little comment, many of its exploits being classics in racing history. As early as 1922, only three years after W. O. Bentley's first inception of the car, the 3-litre covered 2,083 miles in the Double-Twelve-hour race at Brooklands at an average speed of 86.79 m.p.h .- a wonderful feat of endurance. Then, in 1926, at Montlhéry, the 24-hour record was broken at 95.03 m.p.h.—another feat of speed and reliability. In the same year, the world's record for, 2,000 kilometres was taken at 100.23 m.p.h., and also the twelve-hour record at 100.96 m.p.h. "Sammy" Davis' and Dr. J. D. Benjafield's heroic performance in the 1927 Le Mans will also be remembered.

He Was Sure

Although "W. O." supplied his various standard chassis with definite limitations as to the all-up weight (bodywork and extras), he nevertheless had no hesitation in issuing a five-year guarantee with each chassis from 1921 onwards. The standard 3-litre speed model was capable of well over 85 m.p.h. and could be tuned to reach 100 m.p.h.

as a could crawl at 8 m.p.h. on top gear, and the advertised fuel consumption at 30 m.p.h. was 25 m.p.g.

As mentioned before, many of these fine cars are still regularly used and maintained by owners. One of which I have intimate knowledge, a 1924 short-chassis model, has covered over 100,000 miles and, although it has not been overhauled or tuned recently, it can reach 70 m.p.h. on third gear and do well in excess of 85 m.p.h. on top. The petrol consumption is 22 m.p.g. at 40 miles per hour and 17-18 for maximum performance, while oil consumption is virtually nil. These figures also approximate to those relating to another 3-litre owned by a friend and used regularly.

From figures supplied by the Bentley Drivers' Club, the 3-litre engine at 3,500 r.p.m. developed 70.72, 80.82 and 86.88 b.h.p. for the Standard, Speed and Le Mans models respectively.

I am indebted to W. O. Bentley, R. A. ("Nobby") Clarke and L. G. McKenzie for their assistance in gathering much interesting information about the engine.

Genesis

"S.C.H.D." writes: The beginnings of all this were fascinating. "W.O." and I were engaged with certain aircraft engines which functioned so oddly, being rotary, that they were a headache in themselves. When the war ended it was obvious that "W.O." was up to something, though what it was was difficult to determine, he being less talkative than a clam, while Burgess in the throeo of design was security-minded to a degree never before equalled. But when the scheme was fully disclosed, and the drawings were exhibited, what struck me most was that the pair had plasmed something as near a racing car as no matter; this was daring, to say the least of it, the market being what it was. Also, it seemed odd that Burgess, whose own idea of a new car I had seen, had been so completely converted to "W.O.'s" ideas.
When the moment came to text the new machine "W.O." and I had

Blurgess, whose own idea of a new car I had seen, had been so completely converted to "W.O."s" ideas.

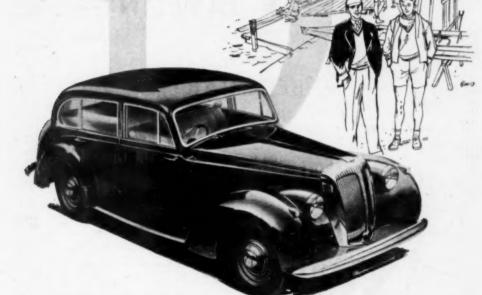
When the moment came to test the new machine "W.O." and I had a great day, the car being photographed well on the right of the road in scenery as like that of France as possible because of the illegal speeds we wanted to mention. The impression then formed remains today. The car had unusual character. When you moved a control, whatever it was connected to moved at once, not as though there was a spring connection in between, and you could put the machine exactly where you wanted on corners. And when we came to race the first impression was abundantly confirmed, so much so that I can still vividly remember the pleasure of driving the 3-litre, and never felt quite the same regard for some of the later, larger engines—except perhaps the six. How to analyse the matter is difficult, but that engine seemed more human (or perhaps one should say more animal) than any other, more companionable on runs of hour after hour.

Since then there have been faster cars and fiercer cars, and very good they have been, but they do not supplant the engine I had seen created. And more of its success than most people believe was owed to the inborn stubborn determination of "W.O." to schieve what he thought was right.

what he thought was right,

It's undoubtedly

a Daimler...



Muscles and limbs moving in perfect co-ordination, the racing crew drives its craft through the water with a sweetness which almost belies the power behind the stroke. So with your Daimler Consort; it glides with such bewitching smoothness that you are hardly aware of the great engine that powers it.



BY APPOINTMENT
Motor Car Manufacture
To the late King Groups V

THE DAIMLER COMPANY LIMITED . COVENTRY

R.A.C. RALLY OF GREAT BRITAIN

Best performance

by any closed car won by

JOWETT JAVELIN

driven by

M. BECQUART

using



The same high quality oil that you can now buy at your local garage.

AND FUEL BY SHELL AND BE

NEWS and VIEWS

Finnish Fair

FROM April 22-27 this year the Finnish motor show will be held in Helsinki. There will be nearly 75 makes on show including the products of many British manufacturers.

Merger Goes Ahead

A FTER making a study of the Finance Bill, the directors of the Morris and Austin companies have stated that they are satisfied that it contains no provision which makes it undesirable to proceed with the merger on the present basis.

Alvis Appointment

RUMOURS hat were circulating at the recent Geneva Show can now be confirmed, that Mr. Alex Issigonis, who is well known as chief engineer of Morris Motors, Ltd., will be joining the Alvis company in the near future. Previous to joining the Nuffield Organization, with which he has been for a number of years, Mr. Issigonis was with Humber's. He

Mr. Issigonis was with Humber's. He is a well-known authority on independent suspension and was also responsible for the design of the Morris Minor.

This appointment is of particular interest in view of the continually expanding activities of the Alvis company, who have long been engaged on the production of aircraft engines and on other important contracts for the fighting services.

Gordon Stewart Memorial

AN appeal has been made to all Morris distributors, and to dealers in the London area, for support to create a memorial to the late Gordon Stewart, of Stewart and Ardern, Ltd. It is hoped that a Gordon Stewart room will be endowed at Lynwood, the home run by the Motor and Cycle Trades Benevolent Fund. So far, £600 of the necessary



This electrically driven model of a Vauxhall Velox is made to scale, and takes its power from a torch battery, the provision for which can be seen in the lower picture. The electric motor is behind the battery. (See accompanying paragraph.)

£5,000 has been collected. Donations should be sent to F. J. Gayford, Haslemere Motor Co., Ltd., Guldford, Surrey; F. G. Smith, F. G. Smith (Motors), Ltd., Goodmayes, Ilford, Essex; or direct to BEN at 204-206, Great Portland Street, London, W.1.

R.A.C. Handbook

WITH its 870 pages, 32-page map section, particulars of hotels, garages, we section, particulars of hotels, garages, and so on, and local information about more than 3,000 towns and villages, the R.A.C. Guide and Handbook is now published in its 1952 form. It is available to members and the general public, price 5s including postage, from the R.A.C., 85, Pall Mall, London, S.W.1, or from any R.A.C. county office.

Electric Models

INTRIGUING scale models of the Morris Minor and Vauxhall Velox are now produced by Victory Industries (Surrey), Ltd., of Guildford, in conjunction with the car manufacturers. They are driven by a tiny electric motor and can go in reverse as well as forwards. The finish of the realistic plastic bodies is finish of the realistic plastic bodies is good. Prices, complete, are £1 198 9d (Morris) and £2 1s 6d (Vauxhall).

Not a Consort

IN "Used Cars on the Road" in The Autocar of March 28, the 1947 23-litre Daimler saloon was described as a Consort model. This was not correct, the Consort being introduced of course,



In the 500 miles national Dutch re-liability trial the Brabant Grensrit, a team of Hillman Minxes, driven by A. Pennings, H. G. Vandersluis and J. van Leest, won the team prize. In addition H. G. Vander-sluis was fifth in the general category out of the 200 en-trants, and he won the cup for the best performance by a non-member of the organizing club

Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

Bath Road

N the night of Monday, March 31, the Bath Road was a fruity proposition. I went down to Castle Combe to see the R.A.C. Rally tests there and the famous road was down to single width at intervals where the great drifts had continued the line of the Wiltshire Downs across the highway. But the sunshine of the day had resulted in the drifts melting and running across the road and the sharp night frost turned the streams into black ice, widely interspersed with dry road and therefore making a dangerous combination. At such times the advice to drive well within the range of your head lamps is valuable.

On the way back after midnight the heavies had taken over the road and for once I must say with regret that I found their drivers boorish. Only one assisted me to overtake and they were bad-mannered to any traffic but their own wherever the road was icy; in fairness they had a nasty job. At one time I joined a queue of about six heavies, four of which were hesitating on the brink of a wide black river of ice. . Two risked it and I followed, with a motor cyclist as well. The available piece of road was the slight camber on the right-hand side, single track in width; but in that width the great vehicle ahead of me was sliding under its own weight on the camber in a manner that the driver could do nothing to improve, for his speed was a mere 5 m.p.h. On the following hill he was down to minimum revs in bottom gear, and I was slipping the clutch to keep behind him. Perhaps bad manners are excusable in such conditions.

Jets

POR those who are troubled by that most perplexing smell of burnt rubber—which is also most alarming—I offer this explanation, given to me by the service manager after searching high and low for the reason on a Standard Vanguard. The silencer had rusted to the point where, although there were no holes, it had a "porous" patch through which the hot gases



High and low.

came. The patch was directly in line with a rubber bush on the spring shackle and the hot gas was playing on the rubber all the time that the engine was running; hence the smell.

At the moment the manager is chasing a rattle in my car which I have so far failed to locate. It sounds like a body rattle, it is a slight one, and very little motion is required to set it tapping away. We have removed all the odds and ends from the back and it is still there; we have checked for looseness in the rear furnishings without result. Mrs. Scribe may have a clue. She avers that it is under the driving seat, whereas the rest of us think that it is in the neighbourhood of the back seat squab.

Bench Type

A NEW angle on styling comes from a correspondent, who remarked to a friend that he thought the new Ford Consul was good value for money. "Oh yes," was the reply, "but the shape of that luggage locker makes it an ideal place for children to sit." The speaker went on to explain that



Child-proof car

his job entailed leaving his car for long periods unattended in all sorts of neighbourhoods, and that he had a lot of trouble with children as a result. His idea of a child-proof car would be one without any projections on which to stand, and no park seat-type lockers on which to sit. Sounds very vertical.

J'accuse!

REGRETFULLY, I must accuse the Standing Joint Committee of the motoring organizations of stupidity. In their statement on the lighting of vehicles, they say that all lights should be visible at an angle of 90 deg to the axis of the light—at least. I should think so, indeed; the fact is that they should be visible at a greater angle than this (at least)—probably about 120 deg, a result that is achieved by doming the plass.

The reason must have occurred to many motorists after dark. A vehicle comes out of a side turning, or from a garage entrance, and stops beam-on across the road. If front and rear lights are visible at an angle of only 90 deg, there is a channel of invisibility straight down the road that is as wide as the overall length of the vehicle concerned. Thus the car is, in effect, unlit and blocking the road, with all the danger that that implies. When I mention this to other motorists, the frequent reply is, "Ah, but you can see the glow of the lamps if there is any mist about." My retort to that is that there should be no need to rely on mist when it is easily possible to dome side lamp glasses. Most manufacturers are ahead of the S.J.C. in thus thinking safely, at any rate at the rear. The rear lamp design of, say, the Mortis Minor, admirably covers this point.



"Leave main road at . . . "

Rough Going

A BOUT twenty years ago I was told that my ideas on overseas roads were out of date, and that other countries had as good "A" roads as this. Since then I have seen for myself. I am reminded of this by study of a route from Adelaide to Perth via the Eyre Highway, 1,728 miles. Anyone who thinks that this sounds like the Great West Road might care to read this little addendum, quoted direct:

"Owing to bad dust holes leave main road at Albala-Karoo U.G. Tank (see Map 10) and take telegraph line track for approximately 16 miles to Koonalda H.S. Fair travelling along track."

That sort of thing is typical, and one should remind oneself how far sixteen miles are. One should also remind oneself that Britain is building cars for export, and then list the items that that implies in connection with the quoted addendum.

Private Transport

T is a paradox that the smaller the car, the greater the loads. You will not see roof racks, baby chairs, galvanized baths, well-stuffed sacks, step ladders, a bull calf—just some of the objects I have noticed lately in or on the little cars—in the passing limousine. Such two-tonners usually carry one old gentleman, a briefcase and a copy of The Times. Do the wealthy always send everything separately, by rail?

You can't have it all ways....

(or can you?)

When you really get down to choosing the car, there's generally a
"yes but" about many of them. So it's not surprising that Wolseleys
have been described as the perfect cars for men of moderate tastes.

They are fast and lively, roomy and comfortable,
easy to drive and economical to run. Wolseleys
are cars of character and standing. They give you
more of everything you want at a
reasonable price.



There's something about a WOLSELEY

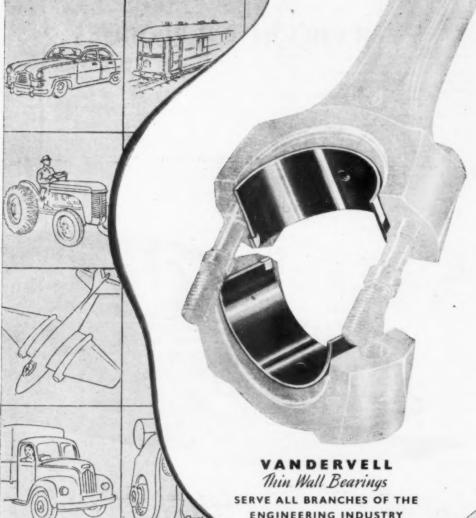




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ENGINEERING INDUSTRY



ALL TYRE PRICES ARE NOW REDUCED . . .



but for higher mileage...



AND MAKE A DOUBLE SAVING!!

MOTOR HOW YOU WILL ...



Mr. Mercury will give you more miles per gallon!

You see some pretty queer jobs on the roads these days—whether they're old crocks or the latest creations.

But, veterans or advance guards, they've got one thing in common. Their engines will be all the better for having National Benzole Mixture in the tank. 'National' is the tonic that every road vehicle is waiting for. It's been a long, long wait. Let's hope that the return of 'National'

may be any moment now.

NATIONAL BENZOLE MIXTURE

National Benzole Company Limited, Wellington House, Buckingham Gate, London, S.W.1

(The distributing organisation owned and entirely controlled by the producers of British Benzole) **



The winner of the open car class, A. G. Imbof, who was accompanied by his sister, Mrs. Barbara Frayling, storms up Wrynose Pass with his Cadillac-Allard.

Another Major Win for Allard

A. C. IMHOF AND MARCEL BECQUART (ALLARD AND JOWETT) TAKE PREMIER AWARDS IN R.A.C. RALLY: GOOD PERFORMANCE BY MISS M. NEWTON

THE first part of the story of the second international Rally of Great Britain, organized by the Royal Automobile Club and sponsored by The Daily Telegraph, was told in last week's issue of The Autocar, and included the hazards of snow and ice which confronted competitors on the first day of the event, the consequent cancellation of the speed test at Silverstone, and the excellent and interesting test at Castle Combe airfield that night. A special Rally supplement to The Autocar, issued only an Scarborough, carried the story up to the final tests on Saurday.

On the second day, Tuesday, April 1came the speed test on the military road at Eppynt, near Brecon, and the compulsory but untimed climb of the famous old Welsh hill of Bwlch-y-Groes. The test at Eppynt was excellent, and the fact that the road was both narrow and somewhat wavy in surface added both to the spectacular nature of the test and to the unpleasant impression created by the behaviour of the suspension of some roadern cars in those conditions.

tacular nature of the test and to the unpleasant impression created by the behaviour of the suspension of some modern cars in those conditions.

Naturally enough, the fast sports cars made the best times, as well as appearing safest; the XKL20 Jaguars of Appleyard and Leslie Johnson and the Cadillac-Allard driven by A. G. Imhof were especially rapid in their progress. Among the saloon cars the Javelins and Citroens looked the least alarming; the Porsches oversteered noticeably, but never, apparently, uncontrollably, while the less said about one or two examples of popular car

the better.

The climb of Bwlch-y-Groes was easy for almost everyone; and thence competitors made their way to Blackpool to conclude the day's proceedings with the reversing test. The fact that many of the competitors had been delayed considerably by trouble with the timing apparatus at Eppyar meant that the late numbers made their runs at Blackpool in the failing light and even in darkness, which had not been intended; but, surprisingly enough, the times did not show any appreciable slowing down. It was a simple enough test in theory; merely a matter of accelerating forward past two pylons on the right side, reverse back through them, and forward again to the finish. But it could be quite tricky with a tired driver!

Some of the driving witnessed here was downright bad, and could not be attributed to tiredness; but once again the old hands at the game showed their mettle, and several newcomers, too, proved that a steady hand and a cool head are worth their weight in gold in circumstances such as these. Inhof's Allard and the XK120 Jaguars of Neilson and Appleyard tied for fastest time with 19 sec exactly; Goodall, the fastest of the Morgan Plus Four group, took 19.6 sec. Among the saloons, Keith Elliott's Bristol scored 21 sec, a very good show.

The provisional results up to that point in the rally showed Ken Bancroft's

The provisional results up to that point in the rally showed Ken Bancroft's Morgan in first place in the open car class with 42 marks lost, Ian Appleyard being second with 43.8, Goodall's Morgan third and Rollings' Healey fourth. Among the smaller saloons, J. M. Readings' 1½-litre M.G. had lost 47.8 marks, R. S. Prout's Austin A.70 49, P. R. Bolton's M.G. 49.6; next came Norman Garrad's Sunbeam-Talbot, R. P. Lane's Riley and R. W Horton's Citroen.

In the Lake District

The next day, Wednesday, covered the route up to Edinburgh, with the Lake District regularity section, from Ulpha ta Kirkstone, thrown in. This was done so that competitors would have a runthrough this section before the actual timed test there on the Friday morning; although no times were taken on the Wednesday the sections had to be covered



Marcel Becquart, the famous French rally driver, won the closed car award with a Jowett Javelin.

Another Major Win for Allard . . . continued

non-stop, and a surprising number of competitors failed on the second of these (at Hard Knott pass), either through in-ability to get away from the starting line or subsequent stoppage through lack of power. Norman Garrad, until then well placed, stopped in the first section at Ulpha; J. M. Readings did likewise at Hard Knott. Many competitors were late. Hard Knott. Many competitors were late at Kirkstone, and several retired at this point, including C. M. Walker's Lanchester, which broke a half-shaft while attempting to restart. None of the A.C. saloons could restart unaided, possibly owing to a rather high first gear, while the Armstrong Siddeleys also found difficulty.

Famous Scottish Climb

Therefore, when the competitors had reached Edinburgh for their second night stop there was considerable food for thought and discussion concerning Friday morning's ordeal. Meanwhile, there was Thursday's programme to carry out; this led competitors westwards to Drymen and along the narrow winding road up the side of Loch Lomond to Tarbet, then over the hill to Arrochar and around the end of Loch Long to Rest-and-Be-Thankful, the Royal Scottish A.C.'s northern counterpart of Shelsley Walsh. Here there was a timed climb, and many Scottish enthusiasts had congregated round the famous hairpin to watch the fun. And fun there was in plenty; the battle for fastest time was in plenty; the battle for fastest time among the powerful open sports cars was good to see, victory finally going to Ian Appleyard, who was one second faster than Leslie Johnson, with the other Jaguars of J. C. Broadhead (Sid Henson driving) and T. B. D. Christie close behind. Imhof, worried about the transmission weakness of his Allard which put him out of last year's Tulip Rally at the last moment, took things slightly more easily; in this test, as in that at Eppynt, an average time was computed for each class, those failing to reach it being penalized. ized

It was instructive to watch the different methods of dealing with the hairpin. The old hands took it fairly wide, therefore

avoiding the steepest gradient on the inside, but the less experienced cut right in. Sir Edward Verner clouted the narrow ne bridge and buckled a wheel of his H.R.G.; the surface was damp from drifting mist, but it was not raining. From Rest-and-Be-Thankful competitors struck northwards to Onich, Fort William, and but it was not raining. so in an easterly loop to Pitlochry and over Amulree; as the first man was not due there until 6.15 p.m. many of the cars came over this well-known hill in the cars came over this well-known hill in the dark. Unfortunately, the surface was in bad shape, with many loose rocks and boulders which caused damage to some of the lower-slung cars, particularly the exhaust systems. Then south to Hyndford Bridge and over to Heads of Ayr for a rest period of 2½ hours before continuing to Carlisle and the Lake District regularity test once again.

Daylight on the Friday morning found the competitors well on their way down the west coast road, whence they turned east again at Broadonk, over Bootle Fell and up to Ulpha. The three sections here, at Hard Knott and on Stock Gill on the way up to the summit of Kirk-stone Pass, were of varying lengths, but stone rass, were of varying lengths, but were all capable of being covered in the same time. They were, of course, taken from a standing start (which had caused such havoc on Wednesday), and competitors were timed over each one; moreover. they were required to continue non-stop they were required to continue non-stop for some distance beyond the timing point. The weather, although dull, was fine, much to the relief of those who had gloomily forecast rain and mud, whilst all the competitors had already traversed the next cond had a present mixture of time. the route and had an opportunity of tim-ing themselves over each section. But, of course, there were always the unfortunates who succeeded admirably on the first one or even two of the sections, only to experience unexpected wheelspin or mechanical trouble on the third and ruin their consistency as a result.

The best performance here was once more put up by Ian Appleyard in his laguar, with Peter Morgan hard on his heels only 0.2 marks—or seconds—behind. But in the overall results to date Ken Bancroft still led the open car class, by an even narrower margin than before, by an even narrower margin than before, with a total penalty of 60 marks against Appleyard's 60.4. In the smaller saloon class leadership now went to A. P. Warren's Riley, with Dr. J. T. Spare's Standard Vanguard and P. R. Bolton's 11-litre M.G. equal in second place. At the summit of Stock Gill, after signing off at the control at the top of Kirkstope Pass, there was time for a brief

stone Pass, there was time for a brief halt for coffee, and then the cars were off again, down the winding road to Kendal. Here few competitors were in Kendal. Here few competitors were in difficulties with time, but as always there were a few unfortunates with mechanical troubles, among them G. A. Folley, whose TC. M.G. was suffering from a blown cylinder head gasket—driver and navi-gator performed a combined operation to refill the radiator with water without stop-time the state with water without stopping the engine, while a cloud of steam and water vapour poured from the ex-

haust pipe.

Narrow Fell Roads

The only remaining part of the road ection was the comparatively easy run section was the comparatively easy run from Kendal to the finish at Scarborough. As the day wore on so the weather improved, the sun even appearing at times for a fleeting moment; this was again a scenically beautiful part of the run, through Sedbergh and Aysgarh, round the edge of Baugh Fell and then along Mossdale and Wensleydale. This road also abounded in corners and narrow bridges, and it was not until after the Great North Road had been crossed and Thirsk left behind that the long, straight stretches characteristic of the North stretches characteristic of the North Riding of Yorkshire began to appear.



Maurice Gatsonides (Ford Zephyr), followed by Sir Edward Verner's H.R.G., passes the stationary M.G. of T. G. Cunane near Arrochar.

It was on the latter part of this road that the R.A.C. had set up a secret check, to discover which, if any, competitors had averaged more than 40 m.p.h. from Kendal; two cars were excluded from the results on this score, these being Mrs. S. Fleetwood (Ford Zephyr), who until then was leading for the Ladies' Closed Car award, and C. M. B. Kite

(Lea-Francis)

So the survivors, 199 of them after all the retirements and exclusions had been taken into account, came into the final control at Northway in Scarborough, with its banners and enormous arrival board showing the fortunes of the individual competitors; a large crowd of spectators had gathered to cheer the cars in, while suitable musical accompaniment was provided by a première performance of the Ferodo band. After all the formalities of checking had been accomplished, the cars were directed down to the parc ferme on



Third place in the open car class went to Ian Appleyard (XK120 Jaguar), here seen accelerating away from the start in the final test.



Another of the Continental drivers who came over for the rally - C. A. B. A. M. Schade, with a Dutch Ford.

the Esplanade, while the weary crews dis-persed to their various hotels.

Dersed to their various hotels.

Leaders at the end of the road section:

Gian 1: Osen Gara-Norma (K. R. Bancrott)

5.0 marks lost, Jaguar (R. I. Asplerard), 60.4:
Morgan (F. R. O. Morgan), 61.8; Morgan (G. A.

C. Goodall), 61.6; Allard (A. O. Imbol), 63.4:
head, 63.8; Jowett (R. B. Booth), 64.2; Jaguar

(T. B. D. Christel), 64.4; Jaguar (D. O. T. Bennett), 64.8; Jaguar (B. M. Newton), 64.2; Jaguar

(T. B. D. Christel), 64.4; Jaguar (D. O. T. Bennett), 64.8; Jaguar

(T. B. D. Christel), 64.4; Jaguar (D. O. T. Bennett), 64.8; Jaguar

(T. B. D. Christel), 64.4; Jaguar (D. O. T. Bennett), 64.8; Jaguar

(T. B. D. Christel), 64.5; Jaguar (D. O. T. Bennett), 64.8; Jaguar

(T. B. D. Christel), 64.6; And (subject to the stewards consideration) Morgan (F. B. Resce) and Jaguar

(J. C. Johnson), 10.2; Riley (R. P. Lane), 73.4; Morgan

Jaguar (J. G. Johnson), 10.2; Riley (R. P. Lane), 73.4; Morgan

Jaguar (J. O. Johnson), 10.2; Riley (R. P. Lane), 73.4; Morgan

Jaguar (J. O. Offen), 70.2; Port (H. R. Reiser) and Sunbeam

Talbot (O. B. Offen), 70.2; Port (H. Reiser), 10.6; Morgan

Glass (J. Glessed sans are 7 1.99 a.—Allard (J. Pack), 70.2; Port (H. W. S. Whitel), 70.5; Austin

Bentiley (A. Sweart), 86.5; Jaguar (J. C. Ressy), 84.5; Dodge (R. C. Parker) and Humber (W. A. McKennie), 94.4; and combet to the stewards comments of the steward

consideration) Find (F. G. G. Arbuckle):

On the following morning—Saturday—
the fortunate leaders in each class forgathered at the Oliver's Mount circuit to
undergo the final regularity test. This
circuit had two separate sections marked off, each of which had to be covered in the same time; the first, which included the same time; the first, which includes the hairpin and the subsequent steep climb, was by far the more difficult, and, whatever time the driver could achieve here, he had no difficulty in equalling it on the other section later on. The proon the other section later on. The pro-ceedings were extremely long drawn out, as after all the drivers had been led round in convoy they were each given an individual practice run, while there were also sundry delays; the result was that cars were still undergoing the test after 3 p.m., although it should have been completed by lunchtime.

Several drivers had lodged protests against the results up to that time, alleging that they had been wrongfully penalized; in those cases which could affect the final acings of the first fifteen in each class, they were allowed to run in the test, their times to count only if their protests were allowed. Among these were Leslie Johnson, who had incurred a 40-mark penalty for not having the rear wheel spats in place on his XK120 Jaguar, and Peter Reece, who alleged that his time at Rest-and-Be-Thankful had been wrongly recorded. Had Johnson not been so penalized he would have been bracketed as equal first with Ken Bancroft at the end of the road section, so this was naturally a matter of some moment. It soon became obvious that this test

It soon became obvious that unis test favoured the more powerful cars, as the initial acceleration and the getaway up the hill from the hairpin could reduce the time on the first acction appreciably. Imhof was very noticeably fast here, the immense low-speed torque of the big Imhof was very noticeably fast here, the immense low-speed torque of the big Cadillac engine fairly lifting the Allard away from the corner; but, of course, the regularity over the second section also counted for much. Another really excellent run was put in by Sidney Henson, driving J. C. Broadhead's XK120 Jaguar; Ian Appleyard, trying perhaps just a shade too hard, was not quite so clean round the hairpin and away as he had been on his practice run. Leslie Johnson was as fast and neat as always; but the palm for sheer driving must go to Marcel Becas fast and neat as always; but the palm for sheer driving must go to Marcel Becquart, who got the last ounce out of the Jowett Javelin without wasting time in unnoccessary skidding. Among the Morgans Peter Reece was enceptionally good, and Peter Morgan little, if any, slower; the fate of the team prize was finally decided in favour of the official Morgan team when Air Vice-Marshal Bennett



The passengers in J. A. Harris' Austin A.40 Sports lean over on the final hairpin of Rest-and-Be-Thankful.

came up to the hairpin too fast in his Jaguar, locked all the wheels, and slid into the straw bales, almost demolishing the sound effects microphone of the Castrol film unit in the process.

film unit in the process.
So, when the results were finally announced, it was found that Imhof had captured the open car award with the Allard, shead of the Jaguars of Broadhead and Appleyard. Had Johnson's protest been allowed, he would have displaced Appleyard for third place; but it was not, and his penalty consequently dropped him to sixteenth place. Peter Reece, on the other hand, was found correct over the matter of his hill-climb time, and his excellent showing on Oliver's Mount gave

him fifth place in the open class, ahead of the other Morgans. Becquart had jumped from fifth place to win the smaller closed car class and the premier closed car award —a fine performance, underlining the live-lines and manœuvrability of the Javelin. P. W. S. White, in his Ford Pilot, had displaced Park's Allard saloon to win the

displaced Park's Allard saloon to win the larger closed car class.

Miss Mary Newton had driven her XK120 Jaguar to such purpose that she not only carried off the open car Ladies' Award, but also finished well up in the class as a whole, while Miss Sadler took the closed car Ladies' Award with her Rover saloon. All these awards were duly presented by the Mayoreas of Scar-

borough after the official Rally banquet on Saturday evening—a function of such a size that it was split into two parts at different hotels, and of such a character as to reflect great credit on the Mayor, the Deputy Mayor and the Corporation of Scarborough under whose secretary the control of the Corporation of Scarborough under whose secretary the control of the Corporation of Scarborough under whose secretary the control of the Corporation of Scarborough under whose secretary the control of the Corporation of Scarborough under whose secretary the control of the Corporation of Scarborough under whose secretary the Corporation of Scarborough under whose secretary the Corporation of Scarborough under whose secretary the Corporation of Scarborough under the Corporation of Scarboroug Scarborough, under whose auspices it took place. In fact, Scarborough as a whole is to be applauded for its efforts.

to be applauded for its efforts.

A good rally, a popular result, and—
in spite of the complaints of a vociferous
minority—an organization which was
definitely a great advance on that of last
year. The R.A.C. may well feel satisfied
with this, their second big post-war rally,
and look forward with confidence to next

year's event.

PROVISIONAL RALLY RESULTS

6.6.

Daily Telegraph Trophy and £100 (best performance by open car): Allard (A. G. Imhol).
Daily Telegraph Trophy and £100 (best performance by closed car): Jowest (M. Becquart).
Souvenir Award and £25: (Ladies Award, Class 1): Jaguar (Miss M. Newton).
Souvenir Award and £25: (Ladies Award, Class 2): Rover (Miss C. Sedler).
S.M.M.T. Team Award: Morgans (P. M. G. Morgan, W. A. G. Goodall, W. D. Steel).

Class 1: Open Cars	24 SERVET CA. LIGHTEL
Allard (A. O. Imbol) 185.8 2 Jaguar (J. C. Broadhead) 105.0 3 Jaguar (E. I. Appleyard) 186.5 4 Jaguar (T. B. O. Christie) 186.5 4 Jaguar (T. B. O. Christie) 196.5 6 G.	54 Jaguar (F. Presce) 55 Austin (N. Bannister) 55 Austin (N. Bannister) 55 Austin (N. Bannister) 56 M.G. (T. G. Cunase) 57 Austin (G. A. Fuller) 58 Allard (W. L. Butler) 59 Allard (W. L. Butler) 50 Allard (W. L. Butler) 50 Austin (J. D. Farquitanson) Jowett (H. Hadley) 61 Jaguar (J. D. Farquitanson) 63 Healey (B. P. A. Freeman) 64 Austin (H. Scott-Russell) 66 Austin (H. Scott-Russell) 67 Jaguar (M. H. Lawson) 68 Jaguar (M. H. Lawson) 79 Fraser-Nath (H. C. O'H. Moore) 77 Fraser-Nath (H. C. O'H. Moore) 77 Filley (B. R. Cearm) 78 Hillman (W. A. Walfers) 78 Austin (J. A. Barris)
19 Jaguar (C Heath) 66.4 htorgan (W D. Steel) 66.4 21 Jaguar (S. J. Boshier) 70.2	Class 2: Closed Cars Under 2.500
22 Jaguar (8. J. Schler) 70.4 23 Jaguar (8. J. Schler) 70.4 24 Jaguar (8. J. Schler) 71.0 25 Dellow (C. Holden) 71.0 25 Dellow (C. Holden) 71.0 25 Dellow (C. Holden) 71.2 26 Jaguar (L. Wood) 72.2 27 Jaguar (L. Wood) 72.2 28 Healer (R. D. Frazer) 72.2 29 Healer (R. D. Frazer) 72.2 20 Healer (R. D. Frazer) 72.2 20 Healer (R. D. Frazer) 72.2 21 Healer (R. D. Frazer) 72.2 22 Healer (R. D. Frazer) 72.2 23 Healer (R. D. Frazer) 72.2 24 Healer (R. D. Frazer) 72.2 25 Healer (R. D. Frazer) 72.2 26 Healer (R. D. Frazer) 72.2 27 Healer (R. D. Frazer) 72.2 28 Healer (R. D. Frazer) 72.2 28 Healer (R. D. Frazer) 72.2 29 Healer (R. D. Frazer) 72.2 20 Healer (R. D. Frazer) 72.2 21 Healer (R. D. Frazer) 72.2 22 Healer (R. D. Frazer) 72.2 23 Healer (R. D. Frazer) 73.2 24 Healer (R. D. Frazer) 74.2 25 Healer (R. D. Frazer) 75.2 26 Jaguar (R. M. Kemp) 75.8 26 Jaguar (R. M. Kemp) 97.8 26 Jaguar (R. M. Kemp) 97.8 27 Jensen (A. E. Bernstein) 95.6 26 Jaguar (R. M. Kemp) 97.8 27 Jensen (A. E. Bernstein) 96.6 28 Healer (R. M. Mitchel) 102.6	1 Jowett (M. Becquart) 2 Riley (A. P. Warren) 5 Riley (A. P. Warren) 5 Ford (J. R. Bmith) 5 Ford (J. R. Bmith) 6 Ford (J. R. Bmith) 7 Standard (J. T. Spare) 8 Austin (J. E. Wilson) 9 Standard (M. J. W. M. Brinesth) 10 Standard (M. J. W. M. Brinesth) 11 Sunbeam-Taibot (C. B. Offiey) 12 Ford (H. Riphy) 13 M.O. (P. R. Bolton) 14 Ford (H. Riphy) 15 M.O. (P. R. Bolton) 16 Ford (M. R. Paster) 17 Sunbeam-Taibot (R. A. Dando) 18 Wolseley (N. H. M. Cordwent) 19 Bristol (W. K. Ellictt) 19 Bristol (W. K. Ellictt) 20 Riley (O. F. Hayward) 21 Forence (W. Buckmann) 22 Sunbeam-Taibot (F. J. Merriti) 23 Sunbeam-Taibot (F. J. Merriti) 24 Riley (A. F. Hayward) 25 Riley (G. F. Hayward) 26 Riley (G. F. Hayward) 27 Riley (A. Meredith-Owens) 28 Riley (A. Meredith-Owens) 29 Riley (A. Radley)



The winner of the Ladies' Open Car award, Miss Mary Newton, throws her XK 120 Jaguar round a bend in the final test on the Oliver's Mount circuit.

Sunbeam-Tailot (N. Gerrad) 13 Riley (A. Neale) 14 Jovet (T. Smallhors) 15 Jovet (T. Smallhors) 15 Jovet (T. Smallhors) 16 Jovet (T. Smallhors) 17 Jovet (T. Smallhors) 18 Jovet (M. Potter) 19 Sunbeam-Tailot (A. G. Payree) 19 Sunbeam-Tailot (T. R. Jennison) 19 Sunbeam-Tailot (T. R. Jennison) 10 Sunbeam-Tailot (T. R. Jennison) 10 Sunbeam-Tailot (T. B. Jennison) 11 Sunbeam-Tailot (T. B. Jennison) 12 Sunbeam-Tailot (T. B. Jennison) 13 Sunbeam-Tailot (T. B. Jennison) 14 Pord (A. McCracker) 15 Sunbeam-Tailot (T. B. Jimer) 16 Riley (E. T. Junison) 17 Austin (J. L. Evans) 18 John (T. R. B. Taylor) 18 Sunbeam-Tailot (G. N. Milton) 19 John (T. B. B. Taylor) 19 John (T. B. B. Taylor) 19 John (T. B. B. Taylor) 10 John (T. B. B. Taylor) 11 Sunbeam-Tailot (G. N. Milton) 12 John (T. B. B. Taylor) 13 John (T. B. B. Taylor) 14 John (T. B. B. Taylor) 15 John (T. B. B. Taylor) 16 John (T. B. B. Taylor) 17 John (T. B. B. Taylor) 18 John (T. B. B. Taylor) 18 John (T. B. B. Taylor) 19 John (T. B. B. Taylor) 19 John (T. B. B. Taylor) 19 John (T. B. B. Taylor) 10 John (T. B. B. Taylor) 11 John (T. B. B. Taylor) 12 John (T. B. B. Taylor) 13 John (T. B. B. Taylor) 14 John (T. B. B. Taylor) 15 John (T. B. B. Taylor) 16 John (T. B. B. Taylor) 17 John (T. B. B. Taylor) 18 John (T. B. B. Taylor) 18 John (T. B. B. Taylor) 19 John (T. B. B. Taylor) 19 John (T. B. B. Taylor) 20 John (T. B. B. Taylor) 21 John (T. B. B. Taylor) 22 John (T. B. B. Taylor) 23 John (T. B. B. Taylor) 24 John (T. B. B. Taylor) 25 John (T. B. B. Taylor) 26 John (T. B. B. Taylor) 27 John (T. B. B. Taylor) 28 John (T. B. B. Taylor) 29 John (T. B. B. Taylor) 20 John (T. B. B. Taylor) 20 John (T. B. B. Taylor) 20 John (T. B. B. Taylor) 21 John (T. B. B. Taylor) 22 John (T. B. B. Taylor) 23 John (T. B. B. Taylor) 24 John (T. B. B. Taylor) 25 John (T.		
30 Sunbeam-Taibot (N Garrad) .	******	90.2
51 Riley (A. Neule)		90.6
52 Jowett (T. Smallhorn) 55 Bristol (L. Potter)		91.6
34 Riley (W. M. B. Smith)		94.0
55 Sunbwam-Talbot (A. G. Payne)		94.8
56 Standard (B. R. Potts)		95.6
Ford (H. T. Dennison)		95.6
38 Jowett (T. J. Sawell)	*******	96.0
Standard (A S Buchanan)		56.4
41 Riley (A. P. O. Ropers)		96.8
Rover (Miss C. Sadler)		96.8
45 Sunbeam-Talbot (J. Blumer) .		97.4
45 Jovett (J. B. L. Jacoba)		100.4
46 Riley (E. T. Jamieson)		110.6
47 Austin (J. L. Evans)		111.8
48 Triumph (L. R. S. Taylor)		113.0
49 Jowett (D. C. Hodgson) 50 Healey (J. Wilkinson)		115.8
51 Sunbarm-Tulbet (C M Million)		119.8
51 Sunbeam-Talbot (G. N. Milton) 52 Jowett (W. Edwards)		124.2
53 Triumph (C. H. Mathewa)		134 6
54 Austin (V. Thomas)		138.0
Bumber (F B Frame)		146.6
57 M.G. (J. R. Crow) :		151.8
58 Lea-Francis (J. Kinsley)		154.6
59 Rover (J. A. Annable) 60 Riley (F. Walker)		162.0
61 Sunbeam-Tailor (P & B Smit)		164.2
62 M.O. (C. A. Mudie)	10	170.0
65 Ford (J. W. Fleetwood)		179.4
64 Hillman (F. Scott)		181.6
66 Vauxhall (F. H. Holmes)	P114111	187.0
A.C. (R. E. Blackhurst)		190,4
68 Austin (B. A. Hickman)		204.6
69 Triumph (V. Cooper) 70 Ford (J. A. Lucas)	*******	207.6
71 Riley (A. H. Hesp)		221.2
72 Austin (D. B. Walkinson) 73 Sunbeam-Talbot (C. Fothergill)		240.8
73 Sunbeam-Talbot (C. Fothergill)		245.4
74 Ford (F. Baxter) 75 Ford (M. Gatsonides)	********	246.6
76 Austin (I. Camphell-Blair)		248.2
77 Austin (A. H. Senior)		266.2
78 Jowett (R. H. Wilkins)		269.8
80 Citroen (R. G. Selman)	CHARLES .	278.2
81 Rover (Miss A. Burnley)		294.2
81 Rover (Miss A. Burnley)	*******	294.4
82 Standard (C. H. Taylor) 85 M.G. (J. M. Readings)		300.8
84 Hillman (P G Cooper)		331.2
85 A.C. (W. D. Hurlock)		342.4
86 Morris (G. M. White)		348.6
87 Mercedes (G. Leiner) 88 Ford (W. Edwards)		348.8
89 Supheam-Talhot (Miss M Walke	et	356,2
90 Riley (R. A. Newsum)		358.6
91 A.C. (R. A. Page-Croft)		366.2
92 Standard (W. O. B. Allen) 95 Hillman (D. M. E. Dutton)		375.2
94 M.G. (B. Butterwick)		3/9.4
95 M.O. (H. B. Brittcliffe)		395.2
96 Armstrong Siddeley (R. T. Gards	167)	001.2
97 Vauxhall (T. Scales)	Name of Street	442.4
99 Sunbeam-Talbot (R. S. Smith)	d times	459.6
100 Triumph (R. B. Cade)	THE PARTY NAMED IN	506.4
101 Sunbeam-Talbot (Miss J. M. L. 102 Sunbeam-Talbot (H. Williams)	Blatter)	552
as cianoas (a. B. P. Alfen) as cianoas (a. B. B. T. Alfen) by M. G. (B. Buttervichion) by M. G. (B. Buttervichion) consistency (B. T. Gards consis	*****	060.6

Ford (P. W. S. White) Allard (J. Park) Jaguar (J. C. Smith) Bentley (J. A. Sewart) Jaguar (J. C. Keay) Austin (T. G. Shane,y) Humber (W. A. McKenzi Dodge (R. G. Parker) The remainder did not take the Oliver's Jaguar (T. H. Wisdom Ford (F. G. G. Arbuel Ford (C. A. B. A. M. Austin (A. Rayner) Ford (J. Rink) Citroen (G. M. Gee) Allard (C. W. Yates)

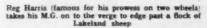
251 entries: 9 non-starters: 43 non-finishers



A long line of rally cars passes through the market square of Thirsk, headed by a Plus Four Morgan and a Sunbeam-Talbot.



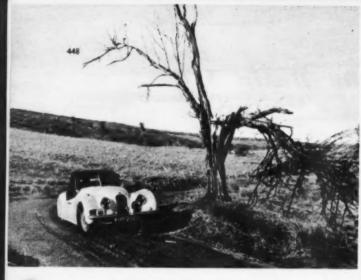
G. A. Folley rushes to clock in at the Kendal control, having lost time as a result of a blown gasket on his TC M.G. Midget.





Below: F. E. Still takes his Jowett Jupiter up the famous Scottish test hill of Rest-and-Be-Thankful.







Mrs. Lorna Snow's XK120 was adorned, as usual, by this appropriate and very fine Jaguar mascot.

Left: Stork scenery at Eppynt, in Wales, with D. C. T. Bennett's Jaguar XK120 rounding the tree.



Left: A typical village scene, with children well to the fore watching the rally cars pass through This is Llanuwchllyn, Merionethshire.

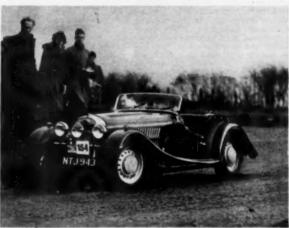
Below: D. B. Watkinson's Austin way out west in the Welsh hills, where the weather was a good deal more kind than it was in the earlier stages.

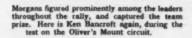




A line of competitors, headed by Ken Bancroft's Morgan, forms up behind the official car before the start of the final test at Oliver's Mount, Scarborough, on Saturday morning.

Right: R. P. Lane, who took second place with his Riley in the closed car class up to 2,500 c.c., cuts close in on the fast hairpin of the final regularity test.





Right: A. G. Imhof changes a wheel of his winning Allard before the final test, while Sidney Henson, who drove J. C. Broadhead's Jaguar into second place, looks reflectively on.





Mutocar ROAD TESTS

The M.G. saloon is one of the few small cars that retains a traditional four-door six-light body style. It also is fitted with a sunshine roof. Features such as separate head lamps and running boards are still retained.



DATA

PRICE (basic), with saloon body, £635. British purchase tax, £354 58 6d. Total (in Great Britain), £989 5a 6d. Extras : Radio £24 13s 2d. Heater £10 17s 10d.

ENGINE: Capacity 1,250 c.c. (76.28 cu. in.), Number of cylinders: 4. Bore and stroke: 66.5×90 mm. $(2.62 \times 3.54in)$.

Valve gear: o.h.v., push rods and rockers. Compression ratio: 7.2 to 1. B.H.P.: 46 at 4,800 r.p.m. (37.5 B.H.P. per ton laden). Torque: 58.5 lb ft at 2,400 r.p.m. M.P.H. per 1,000 r.p.m. on top gear, 14.42.

WEIGHT (with 5 galls fuel), 21 cwt (2,341 lb). Weight distribution (per cent): 49 F; 51 R.

Weight distribution (per cent): 49 F; Laden as tested: 24f cwt (2,755 lb). Lb per c.c. (laden) 2.2. TYRES: 5.50—15in. Pressures (lb per sq in): 23 F; 25 R.

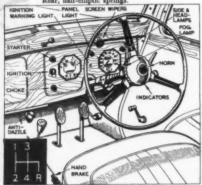
TANK CAPACITY: 8 Imperial gallons. Oil sump, 9 pints. Cooling system, 134 pints.

TURNING CIRCLE: 33ft 6in (L and R). Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase 8ft 3in.
Track: 3ft 11 lin (F); 4ft 2in (R).
Length (overall): 13ft 8in.
Height: 4ft 9in.
Width: 4ft 1lin.
Ground clearance: 5in.
Frontal area: 18.7 sq ft (approx).

ELECTRICAL SYSTEM: 12-volt 52 ampère-hour battery. Head lights: Double dip, 42-36 watt.

SUSPENSION: Front, independent with wishbones and coil springs. Rear, half-elliptic springs.



No. 1461: 11-LITRE M.G. SALOON

POR many years the two letters M.G. have been dear to the hearts of a large number of enthusiasts. Through the years the company has produced a wide variety of models, ranging from a multiplicity of Midgets (Magic or otherwise) to saloons of up to 2.6 litres. At the moment production is concentrated on two models, the open two-seater known as the TD Midget and a four-seater saloon mechanically similar to the open car, known in its latest version as the YB. The saloon is one of the very few examples available in this country of a modern 1,250 c.c. engine and chassis fitted with traditional quality coachwork. It is of a size and performance that would suit the requirements of large numbers of motorists, yet it is compact and economical and very handy in congested areas, and can be housed in a quite small garage.

Few modifications have been made to this model since it was introduced about five years ago. However, two detail changes to the chassis have recently been made. A hypoid rear axle unit has replaced its spiral bevel counterpart, and an anti-roll bar is now fitted to the front suspension. It might be thought that an engine of only 1,250 c.c. in a fully equipped saloon body would produce only a very ordinary performance. But this is not the case. In part, perhaps, because of its sporting background, coupled with plenty of common sense on the part of its designers, the car does not protest at being driven hard. On the other hand, it is not in any way rough. In fact, it has in addition a number of qualities desirable in a small, smart town carriage.

On the open road some 40 miles can be put into an hour without working the willing horses unduly, while under favourable conditions a decidedly better average is possible if the driver is really trying. Although it is a quite flexible

PERFORMANCE -

11-LITER M.S. SALOOW

ACCELERATION: from constant speeds.

Speed, Gear Ratios and time in sec.

Speed	I, Gen	SOUTH 1	WHO CHES	III sec.	
M.P.H.				609 17.9	
10-30 .	- 2			.1 -	-
20-40 .	. 1:			.4 -	-
30-50	. 10	6.0 1	1.8		-
40-60	. 2	2.0	-	-	

From rest through gears to :

rest through gears to:

M.P.H. sec.

30 . . . 6.9

50 . . 18.4

60 . . 30.4

Standing quarter mile, 24.5 sec.

SPEED ON GEARS:

TRACTIVE RESISTANCE: 18 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

IRACIIVE	b per ton)	Equivalent
Top	 154	Gradient 1 in 15
Third	 233	1 in 8.8
Second	 320	1 in 6.5

BRAKES

AKES	
Efficiency	Pedal Pressure (lb)
85 per cent	146
84 per cent	100
49 per cent	50

FUEL CONSUMPTION:

26.5 m.p.g. overall for 265 miles (10.66 litres per 100 km).

Approximate normal range 24—28 m.p.g. (11.8—10.1 litres per 100 km). Fuel: British Pool.

WEATHER: Dry surface, wind fresh.

Air temperature 52 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in The Autocar of September 9, 1949, and January 4, 1952.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer True speed	**	 	10	20	30	40	50	60	70	80	85
True speed	0.0	 	10	19	. 28	37	40	30	63	70	75

engine, it does not like to be allowed to slog, and to get the best out of it the gears should be freely used. Top gear will cope with normal main road gradients, yet third is often kinder if the car is well laden. On second gear it will climb most steeper hills, including a 1 in 5 test gradient. Unlike the other cars produced by the Nuffield Organiza-

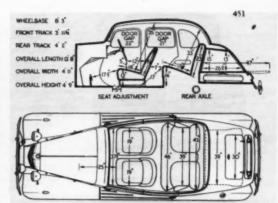
Unlike the other cars produced by the Nuffield Organization, which use torsion bars for the front suspension, the
M.G. employs coil springs at the front, in conjunction with
half-elliptic springs for the rear suspension. This arrangement results in a very stable car and the firm, controlled
ride inspires confidence. There is no marked pitching, nor
is the suspension sufficiently hard to cause the ride to be
rough or jerky when traversing bad surfaces. Cornering in
the M.G. is particularly pleasant and the effect of the antiroll bar is distinctly beneficial, there being very little roll
on corners; also this addition appears to have eliminated the
slight oversteer tendency mentioned when the car was last
tested. Under normal conditions, with two up, the car
now has a slight tendency to understeer, although in the
fully laden condition a slight amount of oversteer was experienced. As it happened, the car was handled on snow-



The luggage locker has a platform type of lid which provides a useful addition to the carrying capacity. A separate lower compartment with detachable lid houses the spare wheel and tools.

Both front seats are adjustable for leg length by means of catches placed half way along the outer seat runners. Pockets are provided on the front doors, and the window winders are placed low down and to the front.





Measurements in these jin to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the rear cushions uncompressed.

covered roads for an appreciable distance during the test. Under these conditions it inspired exceptional confidence and by its precise response made them almost enjoyable.

The rack and pinion steering, with 24 turns from lock to lock, is very positive, with no lost motion or any suspicion of "rubber rods" in the mechanism. It has a nice feel and a good self-centring action; it is reasonably light, yet quick and very responsive steering. A slight amount of road shock is transmitted back through the wheel at times, but this is not in any way excessive.

The gear change mechanism has a lever which can best be described as midway between the earlier conventional central lever and a remote control mechanism of the kind fitted to the M.G. Midget open two-seater. It is very rigid and positive in operation. The synchromesh has a nice feel and is sufficiently effective to prevent the mechanism being crashed or beaten unless particularly snappy changes are made. The clutch has a light and smooth action and

is pleasant to operate.

Hydraulically operated brakes working on the two-leading-shoe principle at the front are well up to their job. Pedal pressure required for maximum efficiency is fairly high, yet for normal road conditions very good results are obtained without pressing particularly hard. At all times the car stops in no uncertain manner and the brakes maintain perfect balance. Under the severe conditions imposed during performance testing no brake fade or judder was experienced, nor was there any noticeable increase in free pedal travel subsequently. The hand brake lever, located between the separate front seats, is in a very convenient position and one which enables a good leverage to be applied to it when necessary.

A folding central arm rest is fitted in the rear seat, and holding straps are attached to the rear pillars. The rear window winders are placed above the door pockets. There is a narrow shelf at the top of the rear seat backs.





From the front the familiar rectangular grille gives the car a neat, traditional appearance. The filler cap is genuine. Deep over-riders add a modern touch, and give useful protection.



A waist line starting at the bonnet runs to the back of the body, where it blends into the sweeping rear wing. The quick-action fuel filler cap protrudes through the left rear wing. A roller blind, driver-operated, serves the rear window.

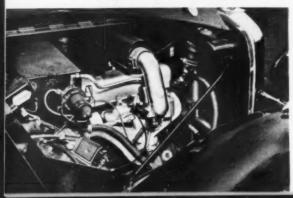
ROAD TEST continued

Driving position in the 11-litre is very good. From the driving seat both front wings are clearly visible. The windscreen pillars are of average thickness, but the absence of a pivoted quarter light in the side windows improves threequarter front visibility. The driving mirror, too, is well placed, and provides a clear view of what is going on behind. It would perhaps be better for some sizes of driver on long journeys if the curved backs of the front seats were higher to give more support to the shoulders, and also if the seat cushions were made a little longer to give more support to the leg muscles. Both front seats are adjustable for leg length, and the seat springing is comfortable and firm.

A thin-rimmed spring-spoked steering wheel mounted on a column which is particularly easily adjustable for length and firmly locked in the required position-enables a useful variation of position to be made, and also the wheel is set at a comfortable angle. The clutch and brake pedals are quite small, but they are well positioned and comfortable to operate. There is also room between the tunnel over the gear box and the clutch pedal for the driver's left This is not only advantageous in any case, but also is actually necessary with this car, because of the position of the dip switch, which is mounted fairly well forward on the toe board. The throttle pedal, too, is pleasant to operate and nicely positioned.

All the minor controls are mounted directly in front of the driver on the facia panel. They are well spaced, so that there is no confusion when operating knobs of a similar

A longitudinally hinged bonnet is still used on the M.G. A single S.U. carburettor on this model is fitted with a light alloy intake duct coupled to the fransverse air cleaner. In spite of appearances, it is possible to oil the carburettor piston damper without removing the air cleaner. The battery is completely enclosed in the case to which the electric petrol pump is attached. The windscreen wiper motor is mounted on the bulkhead Owners of older models will note the additional hoses for the heater system.



size and shape in the dark. These include the switch for a fog lamp fitted as standard equipment.

Perhaps one of the things that is most impressive about the 13-litre is that it is designed to carry only four people. The consequent compactness gives it a much more solid feel, and also allows it to be made more silent, than would be possible without a prohibitive increase in weight if a larger body were used.

Features seldom found on post-war cars are a sliding roof, an opening windscreen and a rear window blind. The M.G. has all three. The interior of this six-light saloon is very nicely finished. The facia in particular deserves mention, as it is tastefully styled in polished wood. The left side is completely occupied by a large locker with a flush-fitting lid. Polished wood cappings are used on all the doors, which are trimmed to match the seats, while the floor is covered with very dark carpet. A full complement of ashtrays is fitted. The screenwiper blades are of a good length and well positioned, yet they could, with advantage, have a slightly larger arc of movement. Another useful feature seldom found on small or medium size cars is a built-in hydraulically operated jacking system. This enables all four wheels to be jacked up or, alternatively, either the front or the rear end. It is operated by means of a detachable lever carried in the spare wheel compartment, which is applied to the pump and control unit under the bonnet.

Lighting

The head lights are particularly good for a car of this size and cover an adequate range and also give a good spread of light. The interior light is well placed and is controlled by a switch fitted in the roof above the right-hand front door, where it is unusually convenient. The instrument lighting is good and does not cause reflection in the windscreen. A heater of recirculating type was fitted to the car tested, but is not arranged for direct windscreen demisting or defrosting.

Both the Trafficator switch, of the time delay type, and the horn button are on the steering wheel hub, a less usual arrangement when rack and pinion steering is used. The horn note is reasonably effective but does not seem to be quite in keeping with the general quality character of the rest of the car. On two mornings during the test the car, standing in the open overnight, had some three inches of snow on roof and bonnet, but the engine fired instantly. In chilly weather a slight amount of splutter was experienced during the warm-up period unless the mixture control was kept in part use initially. Considered as a whole, the 11-litre M.G. saloon is a very

desirable car. It is light and lively, economical, handles well, has a good turn of speed and is handy in traffic and on narrow roads. It has a quality feel possessed by few small cars, and many desirable features found only on larger or more expensive products; it can carry four people and will hold a reasonable amount of luggage. It also has that air of a thoroughbred, brought about no doubt by its sporting ancestors that created the slogan "Safety Fast,"



The Allard Safari is a big, fast, roadworthy estate car which can seat six in comfort and carry eight or nine people if required.

The Ford V8 is the standard power unit, but other American V-eight engines can be accommodated.

Allard Safari

A FAST AND ROADWORTHY UTILITY MODEL FOR EXPORT

ICTORY in the Monte Carlo Rally must have made the name of Allard familiar in many markets where sports cars are not of great interest, and the appeal of the Allard range to owners who require fast and roadworthy cars for daily use has been broadened by the intro-duction of the Allard Safari estate car to supplement the existing saloon and convertible models.

vertible models.

The Safari should have the excellent roadholding and rugged reliability for which this make is well known, coupled with a very large amount of practical carrying space. It will sent six people comfortably and has in addition 45 cubic feet of luggage space. If this luggage space is not required, a further two occasional seats are available. With the centre and rear seats folded away, three people can be accommodated on the front seat, leaving a total of 95 cubic feet behind them for the carriage of luggage or for

sleeping accommodation. The car has already been tested for twelve months in prototype form on road and track and over the Belgian pow road surface at the M.I.R.A. proving ground.

It incorporates the same suspension system as on the famous J2X sports model, the fastest car in the Allard range, but has an entirely new and very rigid chassis frame. Whereas the J2X has a short channel section frame, the Safari short channel section frame, the Safari has a frame in which the side members are built up from twin steel tubes joined by steel plates, a variant of the method em-ployed on the B.R.M. Tubes are also used for the cross-members. The JZX-type front suspension and steering layout has proved itself in sport-ing events throughout the world and

differs from former Allard practice in that the radius arms which brace the divided front axle are taken forward instead of to the rear. Moreover, the pivots of the SPECIFICATION -

SPECIFICATION

Engine.—V8, 77.9×95.25 mm, 3,622 c.c. 85 b.h.p. at 3,500 r.p.m.

Transmission.—Single-plate dry clutch.
Three-speed synchromesh gear box. Remote control lever. Overall ratios 3.78, 6.7, 11.73. Alternative asle ratios 3.5 or 3.27 to 1.

Suspension and Steering.—Divided axle independent, with ceil springs and forward projecting radius arms at front. De Dion with ceil springs and Panhard rod at rear. Marles hour-glass worm and roller steering. Wheels and Tytes.—6.25-16in tyres on steel disc wheels. Tyres up to 7.50in section can be fitted.

Dissessions.—Wheelbase 9ft 4in. Track (front) 4ft 8jin; (rear) 4ft 10jin. Overall length 16ft, width 5ft 10in, height 5ft 3in. Kerb weight 3,250 lb.

Price.—£1,250. Export only.

radius arms and divided half axle are on lines parallel with the chassis centre line. Coil springs are used at the front and also at the rear, where a De Dion axle is located by a Panhard rod. The brakes are by Lockheed with 12in drums and two leading shoes at the front, the system again being the same as that used on the J2X. A comprehensive heating, venti-J2X. A comprehensive heating, venti-lating and demisting system is standard on the Safari, a Clayton unit being employed.

employed.
The normal engine is a side-valve Ford V.8 giving 85 b.h.p., but the car can be delivered to the United States complete with the necessary fittings to allow the installation of the new 5.4-litre Lincoln V8, the Cadillac or the Chryaler. A stan-

The third row of seats faces rearwards and the passengers' feet are accom-modated in a well which houses the seat when it is not in use.

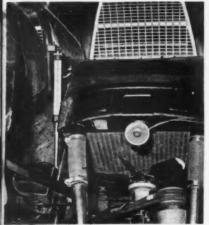






The spare wheel is neatly accommodated under the bonnet, where it does not restrict the space available for passengers and luggage.

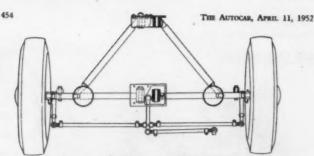
Allard Safari -continued-



Looking down from above the engine on one of the two hydraulic rame which lift the complete bonnet, front wing, lamp and grille assembly.

Seen here are the Ford V8 engine, the chassis frame built up from twin tubes joined by steel plates, and the elec-trically driven hydraulic pump which lifts the bonnet.





A plan view of the front suspension used on the Safari and J2X, showing the swinging half axles and forward projecting radius arms pivoted parallel with the car centre line. Suspension is by coil springs with telescopic dampers. With this layout the caster angle does not change as the wheels rise and fall.

dard Ford three-speed gear box is employed on the normal version, but a new remote control gear change is used to bring the lever alongside the driving seat, the right-hand-drive car having a right-hand lever placed alongside the seat cushion, where it is easy to reach but causes no obstruction.

The layout of the Safari body and chassis includes several ingenious features. The spare wheel, always a problem, has been accommodated under the bonnet alongside the enginet. The whole of the bonnet and front wing assembly, together with the grille and head lamps, lifts for-ward to allow access to the engine, front suspension and steering. It is lifted by two hydraulic rams supplied with oil under pressure by a hydraulic pump driven by an electric motor situated under the bonnet.

Third Row

The third row of seats at the extreme rear of the vehicle faces rearwards and the passengers ait with their feet in a deep well which lies behind the fuel tank. When the seat is not required it folds away completely into the foot well, leaving a flat, unobstructed floor for luggage. All Safaris are at present reserved for

export and service is, as usual, simplified by the fact that all wearing parts in the chassis, such as bearings, pivots and oil seals are standard Ford parts or directly interchangeable with Ford parts. All

screws, nuts and bolts have American standard S.A.E. threads. A wide selection of colours is available for body and trim and numerous extras are provided for, including radio and seat covers.

including radio and seat covers.

There is a neat engine-turned instrument good in the centre of the facia with equipment comprising speedometer, revenue water temperature gauge, fuel counter, water temperature gauge, fuel gauge with reserve warning light, oil pres-

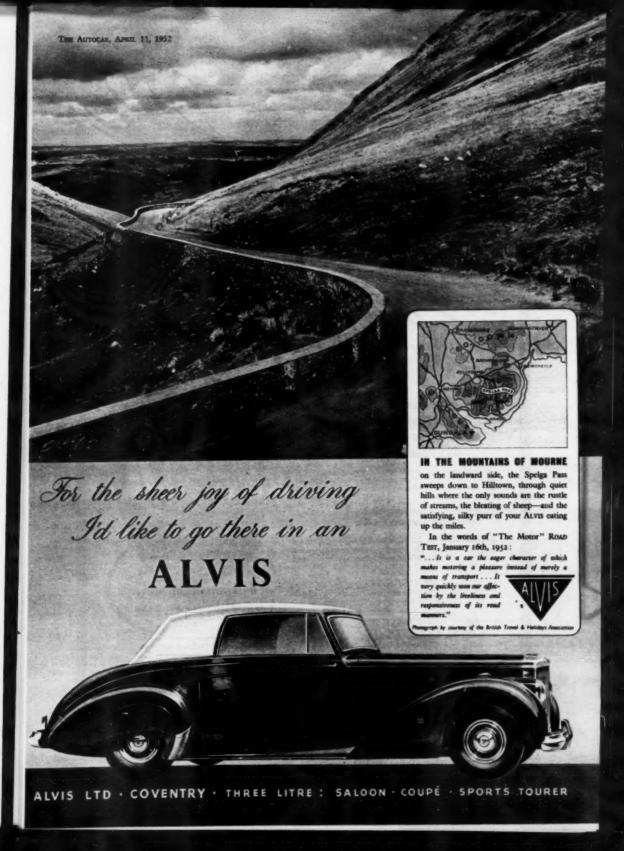
gauge with reserve warning light, oil pressure gauge, cigar lighter, indicator warning
light and main head lamp beam warning
light. An adjustable telescopic steering
column contributes to driving comfort.

The J2X sports model, which was first
revealed at the London Show last autumn,
is now in steady production. The great
majority go overseas, but a few have been
released on the home market. Overseas
buyers can have the car fitted with the
American type of guick-change rear axie American type of quick-change rear axie in which the drive passes under the dif-ferential to a pair of spur gears at the back of the housing and then forward to the final drive. Removal of the cover plate, final drive. Removal of the cover plate, which is held by six nuts, gives access to the pair of gears, which can be changed in a few minutes to vary the final drive ratio. A large selection of different ratios is available to suit all types of sporting

The engine of the J2X is carried 7}in farther forward in the chassis than it was in the former J2. This allows more room in the cockpit and produces a desirable increase in the weight carried on the front wheels.

The remote control lever for the three-speed gear box is conveniently located alongside the driving seat. Other items visible are the horn ring, the engine-turned instrument panel and the radio loudspeaker alongside the door pillar.





Proved the highest mileage tyre ever built; combining immense strength and road-gripping ability with handsome appearance

* The tread rubber is tougher, more shock-resisting than ever before.

* Wider, flatter tread area grips move road for move traction, and wears more slowly.

* The improved All-Weather Tread — with its new Stop-Notches for quicker, safer stops — resists every direction of skid throughout the tyre's longer life.

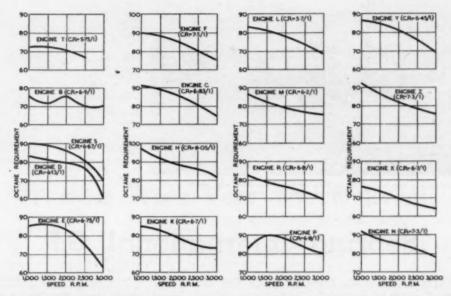
You can trust

GOODFYEAR

DISTINGUISHED BY THE SILVER RING

Handsome buttressed sidewalls provide protection from kerb damage, and make cornering steadier than you've ever known.

FOR LONG LIFE AND LASTING WEAR



An interesting series of graphs from the J. D. Davis Paper, showing octane requirements of various engines at full throttle and with the ignition set to 99 per cent maximum power. The series may be said to show how engines are punished by the low octane number of Pool, which is 70-72.

Running-on: A LEARNED PAPER LEADS TO INTERESTING DISCUSSION POINTS

A T a recent meeting of the N.W. Centre (Automobile Division) of the Institution of Mechanical Engineers in the Grosvenor Hotel, Chester, a Paper on The Utilisation of Anti-Knock Quality in Automobile Engines was read by Mr. J. D. Davis, M.A., A.M.I. Mech.B., Engineer-in-Charge of Automotive Gasoline Research at the Thornton Research Centre of the Shell group of companies.

The theme of Mr. Davis' Paper was concerned chiefly with the manner in which various engine types could benefit from the improvement of fuel knock.

which various engine types could be and from the improvement of fuel knock rating. It was made clear that a fuel having a high octane number might be more sensitive to knock-promoting conditions in an engine than one of lower ditions in an engine than one of lower raing, which meant that no great power improvement was possible if the mechanical design was unbelpful. As an example, an engine which ran well on Pool might conceivably knock badly on a premium fuel if any attempt was made to boost output by ignition advance and speed increase under full-load conditions, because of the sensitivity of the fuel itself. On the other hand, another type of engine with other hand, another type of engine with higher compression ratio might be allergic to Pool at quite low speeds and yet permit to Fool at quite low speeds and yet permit a great increase of performance on the high-rated fuel. This was an illustration of the fact that improved fuels were not in themselves capable of increasing power output; it was necessary to design engines to utilize their characteristics. Only when engine conditions were favourable was it possible to obtain increased power and to attain outpum specific consumerior. to attain optimum specific consumption.
This was what technicians meant when

they spoke of "building octane numbers into the engine" or "putting in a better mechanical octane number."

mto the engine" or "putting in a better mechanical octane number."

In the discussion that followed a topic was raised which the author had not touched upon, the phenomenon of running-on. Mr. Ivan Waller first asked if "this disturbing effect" had any direct relation to knock sensitivity, while Mr. Donald Smith asked more specifically why it was occurring with engines of prewar design that had not been subject to it in their heyday—it would seem that the only changed factor was the fuel. On the other hand, one of the most successful, perhaps the most outstanding, of modern high-performance car engines, which tended to be over-cooled under open-road conditions (although it ran hot in traffic driving) would run-on if switched off after a burst of speed, but did not do so at other times. This also seemed to point to fuel rather than heat. times. This also rather than heat.

No Consistency

Another case was a small side-valve pre-war engine which would run-on if switched off a few minutes after starting iwitched off a few minutes after starting from cold and before it was properly warmed up. There appeared to be no consistency in these instances. Finally, he asked, how best does one stop a running-on engine—is it advisable to let the chutch in on top gear against the brakes, choke it or simply wait until it tires of doing it?

Mr. Davis replied that the subject was not fully understood although considerable investigation had taken place, the

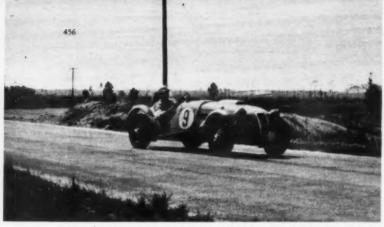
general conclusion being that some heat factor was involved. It had to be admitted that the trouble was prevalent and "one had only to look at the Correspondence in The Autocar to find the multiplicity of causes and cures that were being put forward." He asked a specialist colleague, Mr. C. Mackenzie, to give an opinion.

Mr. Mackenzie agreed that the trouble was in the nature of a post-war phenomenon and it was true that it affected prevare prepare pregiously free from the

menous and it was true that it affected pre-war engines previously free from the defect. Accordingly it was not possible entirely to exclude the influence of present-day fuel. At the same time local heat conditions in the combustion present-day fuel. At the same time local heat conditions in the combustion chamber appeared to be at the root of the matter. Some zone became hot enough to promote self-ignition and this "dieseling" was the result. It might be that the effect was emphasized by the tendency to use smaller radiators, water pumps of limited capacity, and higher running temperatures, while the coring of cylinder water passages, the adoption of "stagnant" water jackets and the disposition of locally directed water jets in the head

nant" water jackets and the disposition of locally directed water jets in the head were all part of the problem.

As to the method of stopping an engine that was running-on, the trouble was sufficiently prevalent in some cases to have been responsible for the production of carburettors which provided for complete closure of the manifold connection when cooure or the mannot connection when stopping, so that not even idling mixture could reach the cylinders. With engines not so fitted the common practice was to open the throttle wide when switching off, thus admitting a blast of cold mixture to quench the ignition-promoting hot area.



Harry Grey is seen here in the Le Mans Replica Frazer-Nash with which he and Larry Kulok won on greatest distance covered.

mid-way down the line, however, the pack formed into desperately jockeying groups, the over-eager drivers soon taking the first corner, a right-angle to the left, too fast. Two cars spun around, but no damage resulted.

One lap was sufficient to show that Spear's blue and white 4.1 Ferrari was by far the fastest car. Next in rapidity was the Ffazer-Nash, driven by Grey. Bob Grier's Cad-Allard emitted an earth-shaking roar, but did not appear to accelerate as rapidly out of the curves as the Ferrari and Frazer-Nash. The Aston Martin of Hirsch did not seem to be doing its utmost. Several rapid Jaguar XK120s were getting into the swing of things, while numerous TC and TD M.G.s (in all shades of modification) persisted about the course. The 1500 c.c. Stata, beautifully styled open and closed models, were forging through the mob.

The French team of two Deutsch-

The French team of two Deutsch-Bonnet cars was the best organized group in the race. Drivers, mechanics and cars

Sebring International G.P.

FRAZER-NASH WINS 12-HOUR RACE ON DISTANCE

AT 1 a.m. on March 16 the chequered flag fell to a French DB (winner on formula) and to a Frazer-Nash (winner on greatest distance covered) at the end of the 12-bour Le Mans-type international race at Sebring, Florida. Other class honours went to British, German and Italian makes.

On the rainy evening preceding the race hotel facilities were swamped for a radius of 50 miles, and the modest town of Sebring, population 4,000, was invaded by scores of M.G.s. Jaguars, Hillmans, Austins, Rileys and occasional Porsches, Siatas, Ferraris, Allards and so on.

At the course proper, a disused airfield, a large aircraft hangar had been set a side to act as a paddock, where many entrants spent the night swapping 'tngines and doing all sorts of seemingly impossible feats. The hangar and parking area outside wat a veritable enthusiast's paradise—the conglomeration being much rarer to the American eye than to the European. The desperate confusion and rain persisted throughout the night until almost race time, timed for 12 noon.

On the morning of the race, March 15, the outlook was sombre indeed. The Cunningham team withdrew owing to mechanical difficulties. The withdrawal of the Jaguar team with Stirling Moss was a bitter blow. Last year's winners on formula, Fritz Koster and Bob Deshon, were dogged with bad luck. Deshon working all night on his Mille Migha Fat to no avail, and Koster failing to start in a Porsche.

The officials postponed the start from noon to I p.m. By II a.m. the rain had stopped, the course quickly dried and it appeared that 32 cars would start. Meanwhile, a sizeable crowd had assembled. The cars took their pit positions, were fueled and the crews stood by.

Mixed Field

Among the more interesting entries were Harry Grey partnering Larry Kulok, with Donaldson's Le Mans Replica Frazer-Nash, Cunningham's 750 c.c. Crosley-powered Siata, driven by G. Huntoon and Phil Stiles, René Bonnet with a team of two DBs, Dave Viall with a Lester-M.G., Bill Spear in a 4-Bitre Ferrari, the Brundage brothers in a Volkswagen Special, C. R. Hasson in a Bandini, S. F. Wilder's Morgan, and the Morris Minor tourer driven by Wing and G.fford. Other marques represented were Cisitalia, Jaguar, Allard, Aston Martin, 1500 c.c. Siata, Mercury and Crosley.

The start was surprisingly orderly—the first car in line moving out first with several more in orderly procession. About

were in racing blue, the crew including one American driver, H. Cook. The twocylinder Dyna-Panhard engines of these cars made a sound easily distinguishable from the rest of the cars in the race, and the light aluminium bodies seemed to resonate with the reliable little engines.

An unusually potent Italo-American combination was the 750 c.c. o.h.c. Crosley powered by Siata and with a Bandini chassis. Reportedly weighing 800lb, these diminutive bombs sported knock-off wire wheels and extremely beautiful yet functional aluminium bodies, but none of them finished and Cunningham's Crosley-Siata also retired in the first few hours. Hasson's Bandini set the pace in the 750 c.c. category until well past the sixth hour before dropping out; the Crosley-Siata of Linton and Scatchard carried on wonderfully until rear axle failure stopped it after nearly nine hours. This left the 750 c.c. field to the American Crosleys.

Other retirements were the Aston Martin of Hirsch; Scully's Mercury, after a slow two laps; the game Morris Minor tourer, after being pushed for over four miles by Gifford to complete its last lap very late in the race.

By the ninth hour, it became apparent

By the ninth hour, it became apparent that one of the reliable and fast DBs could not finish because its lighting system had begun to fail. Spear's 4.1 Ferrari dropped out at about mid-race, while leading the field, with rear ast trouble. Briggs Cunningham was driving at the

time.

The skill and sportsmanship of the drivers were good, the authority of the officials was firm and efficient, the spectator behaviour was enthusiastic but sensible, pit crews were spirited, though at times disorganized, and, disregarding a few hay bales and oil drums, damage was nil. The 5.2-mile course has 13 corners and some very fast straights, and the fact that the winning Frazer-Nash covered 754 miles (the required distance for its class was 738 miles) shows that its victory was a real achievement.

It was an event well worth driving hundreds of miles to see—and the average

spectator did just that!
(Full results page 465.)

The extremely low build of the Bandini is emphasized as it follows the Aston Martin
—itself of low build.





Kimberly at speed with the Ferrari which covered the greatest distance -769.25 miles at an average speed of 66.6 m.p.h. in the Florida Endurance Handicap.

Ferrari Wins Vero Beach Event

AMERICAN 12-HOUR SPORTS CAR RACE RUN AT HIGH SPEEDS

HAT American enthusiasts have taken to long-distance sports car racing was evidenced by the Sports Car Club of America's successful 12-hour Florida Endurance Handicap, held on March 8 at Vero Beach airport, before some 10,000 spectators. The 31-mile some 10,000 spectators. The 31-mile course had two good, wide straights of a mile or better, where speeds of at least 120 m.p.h. were possible. The spiked concrete aurface of the runways—contrary, in regard to the surface, to a previous announcement of the S.C.C.A. about the recommendations. vious announcement of the S.C.C.A.
about the race—wrought havoc on tyres,
while mechanical trouble accounted for
27 of the 42 starters.
Facing the drivers who awaited the

Facing the drivers who awaited the drop of the flag at 12.30 p.m. were four Allards, five Ferraris, seven XK120s, an Aston Martin DB2, three Cisitalias, five M.G.s (one with an Offenhauser engine), a 328 B.M.W., an interesting assortment of Fiat derivatives by Nardi, Siata and Bandini, three Porsches and some Crosleys.

Le Mans Start

starter's signal unleashed the scrambling feet; then Tom Cole (sharing a black-and-white Cadillac-Allard with Paul O'Shea) was seen to catapult out of his second starting position and streak into the lead. J. Kimberly (Perrari) going great guns, wrested the lead from Cole after some two hours and thereafter drew away into a commanding position from which he and his co-driver, Marshall Lewis, were only once dislodged before they got the chequered flag. G. Rand (XK120) ran Cole a close race for some time, but had to give best to the Allard's acceleration. Not all drivers were going the full distance, since for those who preferred a shorter route there was a six-hour race concurrently in progress subject separate scoring and a different formula.

At three hours the leaders on speed and distance were: Ferrari (Kimberly) with 61 laps; XK120 (Rand) with 60 laps, and Cad-Allard (Cole), one lap behind On handicap, however, the position was somewhat different. C. Hassan (Crosleysomewhat different. C. Hassan (Croaley-powered Bandini) led with 26.55; Fritz Koster's Porsche was second with 26.15 and the writer's sister car third with 25.69. Troubles would fill a chapter in themselves. Schraft's Le Mans Crosley was one of the first to retire with a broken and

propeller-shaft; Hildebrand's 1,100 Nardi-Fiat and Said's Cisitalia Special both went out with valve trouble; Bob Wilder's went out with valve trouble; Boo wilder's Ardun Allard sheared its water pump drive; Wacker's pit crew had begun estracting fan belts from sundry parked Cadillacs; Bob O'Brien's handsome kirmodified XK120 was in serious trouble with a defective big-end bearing, but it with a defective big-end bearing, but it would have taken more than this to discourage his doughty pit crew. George Forman borrowed a spare piston and rod, took down the sump and in 55 minutes made good the defect. Alas, to no avail, for soon O'Brien was overtaken with more of the same trouble and finished the race of a crewit at a crawl.

About five hours after the start Koster's Porsche stopped for good with valve trouble and the Brocken-Bentley Porsche (now driven by Brocken) was about 18 laps ahead of its nearest class rival, a Sista 1400, handled steadily and consistently by Dick Irish and Bob Fergus. Barring the unforeseen the situation looked promising as the remaining Monthéry Porsche was running like clockwork to an average lap time of around three minutes.

As dusk fell at 6.30 p.m. the chequered flag signalled the winner of the six-hour race—Byron King, lone-handed aboard his fast, well-tuned white XK12b. Hoffnis fast, well-tuned white AKLOD. From-man's red competition XK with factory wire wheels (crewed by George Rand and Steve Lansing) was second; with the Simpson-Colby 2-litre Ferrari in third position. On handicap, results were: 1. Bandini Crosley (Hassan and Clark), 45.50 m.p.h. 2. FK120 (Byron Ring), 3. Perrari (filmsson and Colby).

Mechanical Troubles

The field now thinned out considerably, not only because the Six-hour cars had completed their run, but also from heavy comoteted their lan, our aiso from near-mechanical toil. Machines were garlanded all round the circuitous course, their head light beams streaking like comets around the darkened landscape. The lighted grandstands and busy pits were reminiscent of Le Mans as drivers came in to refuel, change tyres and hand over, and still the battle of leadership continued and smit the oarder or leadership commond at full blast. At six hours the positions of the Twelve-hour cars were (on distance):

1. Cad-falland (Cole-O'Been, 128 lags.
2. Furrari (Rimberly-Lewis), 135 lags.
3. Ferrari (Rimberly-Lewis), 135 lags.
On formula, it was:
1. Founde (Brocken-Bemilier), 116 lags.

The Kimberly Ferrari's pit stop had let the Allard back into the lead, but not long afterwards that past master, Marshall Lewis (now handling the Ferrari), regained first place to keep it until the end. Almost unnoticed, the diminutive Siata-Crosley of Cunningham, driven by George Huntoon and Bob Gegen, was creeping back towards the front on handicap after a lengthy pit stop, consistently lapping far higher than its required 53.1 m.p.h. and cornering as if on rails. The merciless concrete continued devouring tyres, and when the writer pulled in to hand over to Brocken for the final spell the Porsche had to be reshod with its second complete set of tyres, though more as a complete set of tyres, though more as a precaution than a sheer necessity. The brakes had already been taken up at the halfway mark, but, apart from this, the car continued running as smoothly and dependably as ever, well over 100 m.p.h. being attained on both straights during every lap.

Limits Off

At the ninth hour, pit crews began giving the "Increase Speed" signal, the bigger machines striving desperately to overcome their handicap. This was par-ticularly true of the Spear-Walters overcome their nandicup. This was par-ticularly true of the Spear-Walters Ferrari, which Phil Walters now drove like the wind, lapping consistently at close on 69 m.p.h. When, just before 12.30 on 69 m.p.h. When, just before 12.30 a.m., the maroon went up for the final though there was not much doubt as to leaders on distance, the handicap situ-ation was anybody's guess. And so came the welcome drop of the chequered flag. JOHN BENTLEY.

RESULTS

- elfication on handicap: Slata-Crosley (Turnton-Gegen), 260 lags, or p.h. Pracal-Spear-Walters), 237 logs, 64.10 m.p.h. Porache (Brocken-Beatley), 238 lags, 61.20
- m.p.h, c. Perrari (Cunningham), 233 laps, 68.20 m.p.h.
- effection on distance covered Perrari (Kimberly-Lewis),

NEW CARS DESCRIBED



five-seater drop-head é is one of the stan-body styles available he Veritas Nurburgring

SPECIFICATION -

458

Engine.—6 cyi, 75×75 mm, 1,988 c.c., aingle o.h.c., chaim driven. Compression ratios 7.7 to 1 (98 bh.p. at 5,000 r.p.m.), 8.5 to 1 (118 bh.p. at 5,500 r.p.m.), 8.5 to 1 (118 bh.p. at 5,500 r.p.m.), 12.5 to 1 (118 bh.p. at 5,500 r.p.m.), 12.5 to 1 (147 bh.p. at 7,000 r.p.m.), 13.5 to 1 (147

torsion bars.

Dimensions.—Long wheelbase 9ft 6 jin.

Track 4ft 2 jin (front), 4ft 3 jin (rest),

Medsium wheelbase 8ft 2 jin. Short wheelbase 7ft 10 jin. Weight (approx), dry: Long
drop-head 2,750 lb; medium coupé 2,310 lb;

short sports 1,760 h; short racing 1,340 lb.

Veritas Redivivus

SMALL-SCALE PRODUCTION AT NURBURG RING

HEY never come back" does not always apply to automobile marques—at least not to the German Veritas. The original Veritas company at Rastatt-Wurttemberg went into liquidation in November, 1950, after debts had run up the company at debts had run up to the equivalent of nearly £70,000. This was a sad blow to Germany's motoring sport, as Veritas had been the only marque to offer genuine sports and racing cars able to compete against the products of other countries in the immediate post-war years. True, the latest racing model, the ill-fated Meteor, overcame its teething troubles,

never quite overcame its teething troubles, but it had shown real promise.

The man responsible for the development work on this design was Hert Ernst Loof, who has shown his faith in it by establishing himself in a couple of workshops at the Nurburg Ring with what was left from the Rastatt catastrophe. Early this year the first two cars emerged from the Nurburg Ring premises, bearing the familiar Veritas badge, to

bearing the familiar Veritas badge, to which had been added the word "Nur-burgring." Several models will be pro-duced, but all will be powered by the duced, but all will be powered by the same 2-litre six-cylinder engine, which will be modified to suit the characteristics of the individual car. Three types of chassis will be made, differing in the wheelbase but not in track. The longwheelbase but not in track. The long-wheelbase model will be fitted with five-six-aeater saloon and drop-head bodies, the intermediate model will have fixed-head or drop-head coupé bodies seating three, and the short chassis will be avail-able with a light two-seater shell. Chassis frames are made up of large-diameter tubes: the long wheelbase and inter-mediate types employ tubes of 100-mm diameter and a wall thickness of 3.5 mm, while lighter tubes of 90 mm diameter and while lighter tubes of 90 mm diameter and mm wall thickness are used for the

super-sports car.

The engine is a six-cylinder in line unit with bore and stroke of 75 mm, giving a swept volume of 1,988 c.c. For the longswept votume of 1,788 cc. For the long-chassis car a compression ratio of 7.2 to 1 will be used, with which an output of 98 b.h.p. is claimed at 5,000 r.p.m. Good hemispherical head design is said to enable this engine to digest 68-octane fuel without overheating or undue pinking. With a compression ratio of 8.0 to 1, the engine for the three-seater coupés is said to produce 108 b.h.p. at 5,500 r.p.m., while for the super-sports and sports racing units for the short chassis, compression ratios of 8.5 to 1 and 12.5 to 1 are envisaged. The sports racing engine will have roller bearings for the crankshaft and big-ends instead of the opper-lead bearings used for the other types; 118 b.h.p. at 5,500 r.p.m. is claimed for the super sports, and the sports racing car is said to produce nearly 150 b.h.p. at 7,000 r.p.m. Maximum speeds claimed are: 95, 103 and 112 m.p.h. respectively and 130 m.p.h. for the competition model.

Light Alloy Construction

Cylinder block and head are both light alloy castings. Wet liners are inserted into the former and the latter carries a into the former and the latter carries a chain-driven camshaft, actuating the inclined valves by direct-acting hollow tappets, operating tiny push-rods and rockers. Three Solex PBJ 32 carburettors are mounted directly on the cylinder head, feeding into almost vertical inlet pipes. The sports racing car will have Weber carburettors. The valves, of which the inlet has a larger diameter, are fitted with multiple springs (three each on the super sports and sports racing model) and wear-carburations eating rings are inserted in the resistant seating rings are inserted in the alloy head. The exhaust valve has a hollow stem filled with sodium for better The counterbalanced crankshaft runs in seven bearings.
Ignition is by coil (12-volt) on the tour-

ing and sports models; competition cars will have magnetos. Lubrication is by dry-sump system with a dual pump for delivery and scavening.

Power is transmitted via a five-speed

Power is transmitted via a twe-speed gear box to a normal differential on all except the sports racing type, which has a self-locking ZF unit. Suspension is by torsion bars all round, with a De Dion axie at the rear. Steer-ing is by rack and pinion. Brakes are hydraulic, with ribbed light alloy drums of lin diameter and 2 in wide, enclosing llin diameter and Zin wide, enclosing bonded iron liners. Equipment includes one-shot chassis lubrication on all except one-snot chains into the super-sports and sports racing chassa.

Prices for the standard models are expected to lie between £1,500 and £2,000 at the current rate of exchange.

EXAMU at the current rate or exchange.

One of the sports racing engines with roller bearings is at present being installed in a new Veritas-Nurburgring formula 2 single-seater which Toni Ulmen is expected to drive at Silverstone on April 10

A cross section through the 2-litre Veritas engine showing the single overhead carnshaft operating inclined valves through very short push-rods. The exhaust valve has a hollow stem, sodium filled. This is the racing engine with roller bearings for big- and little-ends.

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MOTORISTS-

This Gold Seal on the sidewalls of the latest Dunlop car tyres is the symbol of





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The market square at Stow-on-the-Wold from the church tower. From the same vantage-point the view also takes in the rolling slopes of the Cotswold hills.

CORRESPONDENCE

LUBRICATION DEVELOPMENTS

Reasons for Long Bore Life of Vintage Cars

[64112.]—Sir Harry Ricardo maintained that internal com-bustion engines were run too cool and the lubricating oil too hot. Adhering to this, he designed the early Vauxhalls with channelling in the head to obtain as quick a warm-up as possible.

channelling in the head to obtain as quick a warm-up as possible.

The prolonged life of old car bores previous to the quantity production era can be traced to the castings being weathered for months before machining.

Mr. K. M. Eriggs' (64034) ideal of uniform wall thickness is brought about in the diesel by extensive use of wet liners. No doubt he is aware that whilst a petrol engine uses an excess of air to petrol, the reverse is true of the diesel. Hence a constant excess of oil ensures a long bore life.

G. H. Burgess. Toronto, Canada.

SAFETY LOOPS

Should They be Fitted on Formula 3 Cars?

[6413,]—Are not crash loops of considerable value in the event of a racing car turning over? I don't for one moment suggest that they should be attached to such cars as the B.R.M. er 41-fitter Ferrari, which are usually driven by drivers of sufficient experience to keep their mounts upright, but I do

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRE. SPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY
AGREE. LETTERS INTENDED POR PUBLICATION SHOULD BE
ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.I.

think that fitting of crash loops to formula 3 cars would render their pilots less vulnerable if they did happen to overturn.

Surely it is worth considering making them a compulsory fitting. To begin with, such a ruling would probably prove unpopular; a loop would be considered, no doubt, to be both ungainly and undesirable, but with the growing number of young and inexperienced enthusiasts trying their hand in formula 3 racing, I think it would be found that many lives would be saved by the fitting of such a safety device.

Macclesfield, Cheshire.

MULTIPLE CARBURETTORS

Increased Consumption Not Inevitable

[64114.]—In "Gilding the Lilty" (March 7), Bert Houlding, Jnr., makes the astonishing statement that "where an owner would be content with sub-average cruising speeds, in the interests of economy, he will not use a car fitted with twin carburettors, for multiple carburettors on any engine will produce

CORRESPONDENCE

continued

enhanced performance only at the expense of the fuel consumption figure

Does he not know that the vast majority of American cars are fitted with twin-choke carburettors, which are simply dual carburettors with a common float chamber? Or does he think that burettors with a common float chamber? Or does he think that they sacrifice consumption at the expense of performance? Does he not know that some of the best and most economical British cars are fitted with twin carburettors, e.g. Bendley, Healey? Does he not know that many Continental cars are fitted with twin-choke carburettors, e.g. six-cylinder Citroen, and does he not know that Sir Harry Ricardo's famous 3-litre four-cylinder T.T. Vauxhall engine of 1922-1923 was also fitted with twin carburettors, and, indeed, that it was so equipped for the yeary purpose of obtaining the yeary remarkable consumption the very purpose of obtaining the very remarkable consumption figures of 0.45-0.50 pts per h.p. per hr, with a specific power output of 43 h.p. per litre and on a compression ratio of 5.8 to 1.

TWIN CHOKE. Birmingham

BIRD-BAITING

The Badge of the Inefficient?

[64115.]—The craze for putting "Running-in, please pass" notices on car windows has been superseded by something even more childish—I refer, of course, to the dangling-doll and

more childish—I refer, of course, to the dangling-doll and bobbing-bird fraternity.

One's first reaction to cars equipped in this manner was one of sheer amazement that anyone could possibly tolerate the constant irritation of something gyrating on the windscreen or the rear window. However, experience has shown that these toys are a very valuable asset, for one can be certain that a dolly-dangler will travel at a steady 25 m.p.h. on the crown of the road, will either indulge in vigorous hand-flapping, or give no signal at all, and can be relied upon to execute the least-expected manœuvre without any warning whatsoever.

In effect, a dangling doll or a bobbing bird gives the clearest possible warning to other drivers to give it a very wide berth in the interest of self-preservation.

P. HALL.

Bristol.

RIGHT OR LEFT?

Overtaking and Signals

[64116.]—May I express my views on the subject of left-hand steering, which has been raised by your correspondent Mr. J. E. Parry [64097]?

I was for some time employed on road testing by a Midland I was for some time employed on road testing by a Midland motor firm and during my period in their employment I handled both left- and right-hand drive vehicles. The main objection, to my mind, is the problem of overtaking. When in the driving seat of a right-hand drive vehicle, one has, more often than not, a fairly clear view of the road ahead or the vehicle in front. This is not so when driving a left-hand steering vehicle. I sometimes found myself leaning over in my seat in order to try to get an idea of what lay ahead.

Another point against l.h.d. on British roads is the problem

Another point against I.h.d. on British foods is the problem of adequate signals to traffic behind. While direction indicators may be satisfactory for turns to left and right, hand signals for slowing down and "you may overtake me" are impossible. It may be said in defence of I.h.d., that it is delightfully easy to see the left-side kerb and, as your correspondent states, head lamp dazzle is not so pronounced on the left-hand side. JOHN G. SAVAGE. Coventry.

POWER PULSES

Points About Porting and Carburettors

[64117.]—The recent articles by Charles Bulmer interested me greatly, as there is all too little published work on "ram-ming" and kindred subjects. Mr. Bulmer's wholesale condemming and kindred subjects. Mr. Bulmer's wholessale condensation of one, two or three carburettors feeding separate ports, and his acceptance of the siamesed arrangement, seem to be at variance with some authorities. The worst feature of the siamesed port is surely the robbing of one cylinder of part of its charge by the other cylinder ewing to pressure difference during

charge by the other cylinder ewing to pressure difference during the period when both inlet valves are open together. A late closing of the inlet valve will, of course, aggravate this.

Many successful sixes employ one carburettor for the front three and another for the rear three cylinders. With this arrangement, there is no overlap between any of the inlet valves and no robbing of one cylinder by another. The classic Ricardo 3-litre Vauxhall engine employed one carburettor connected to the front and rear cylinders and another to the two inner

cylinders, again avoiding overlap. The performance of this engine can hardly have been surpassed to this day. It would be interesting if Mr. Bulmer would elucidate further on the effect of siamesing inlet ports, as it would appear to be complicated by the two waves initiated in the one pipe at the end of each inlet period. With one carburettor feeding two ports, however, the wave from one will, I imagine, be reflected back down the other where the pipes join, an effect that I should have thought might be easier to employ.

Clifton, Warwickshire.

M. H. Bland.

SIGNALS

-And a Comment on Service Independence

[64118.]—H. S. L., in his article "Clear Road Ahead" (January 4) states that he is "bothered quite irrationally" by waving hands, and indicators thrown out when rounding a stationary vehicle. As one of the offenders, may I state that I stationary vehicle. As one of the offenders, may I state that I believe the Highway Code advocates this practice and, anyway, the odds are that the fellow behind night be a blind idiot who can't see through my rear window (no dolls) but who would notice (I hope) something shooting out from the side of the car. With regard to independent service stations, there is no such creature here in Canada, and how I heartily wish there was. Your journal, although arriving weeks after publication date, is always thoroughly perused and enjoyed. L. Monkman. Toronto, Canada.

FLOODING

Toronto, Canada

A Point About Petrol Pumps

I do not follow the argument regarding carbure tor flooding. Surely the vital point is pump delivery pressure, not potential output, and, though it may be argued that the latter could increase with wear, delivery pressure should, if anything, decrease. Diaphragm flexibility would not, in my opinion, have any practical effects are received. tical effect on pressure.

tical effect on pressure.

Certainly flooding can sometimes be very difficult to cure; as
"Tunesmith" says, in motor engineering "there is a reason for
everything "—but heck! doesn't it sometimes take some finding.
Bridlington, Yorkshire.

A. C. SAVILE.

NIGHT WORK

The Arch-deviser Defends His Concoction

[64120.]—Some explanation of the nature and history of "Night [64120.]—Some explanation of the nature and history of "Night Navigation Rallies" seems called for by J. A. Cooper's remarks in The Sport, March 28. He suggests that the term "rally" is not really applicable to what he likens to a treasure hunt. The prototype event run by the Hants and Berks M.C. in January, 1947, was called a "night trial" and comprised the now establed system of finding points identified by grid reference numbers. Since the area we used abounds in places of sometimes spectacular interest, such as disused canals and railways, ruined castles and so on, it was natural to use such points as times spectacular interest, such as disused canals and railways, ruined castles, and so on, it was natural to use such points as route checks, aiming to produce a bit of atmosphere to heighten competitors' enjoyment. In the light-hearted spirit obtaining in those days, marshals played up very well, and the thing became almost a charade in some instances.

This last aspect of the event proved exceedingly popular, and provided a fund of mirthful reminiscence for all concerned. In subsequent years we have found that a diminution of comedy gives rise to an outers of project.

Nevertheless, are no time do.

subsequent years we have round that a diminution of comedy gives rise to an outery of protest. Nevertheless, at no time do we lose sight of the importance of the underlying navigational contest, which provides owners of ordinary cars with a highly testing form of competition motoring, giving them an outlet otherwise denied by reason of the non-ownership of a trials or onerwise defice by reason to the non-ownership of a trains of a racing car. This competition is, as is now well known, based on the many aspects of the interpretation of the lin Ordnance map, which is a very wonderful publication. Quite obviously a series of roadside controls would so limit the scope of the map-reading problems set by the organizers that the thing would lose its main point, and there is nothing intrinsically wrong with weaklings were considered in the observed of the content of the organizers that the content of the organizers that the thing would lose its main point, and there is nothing intrinsically wrong with weaklings.

lose its main point, and there is nothing intrinsically wrong with walking exercise in moderation; doctors recommend it. Sometimes we have added variation by incorporating a bit obtaing (once inside a tunnel), or other similar devices such as taxi-ing in a very unsafe-looking aeroplane. All these things make a pleasant change from sitting in a car, and may still make getting back into the car particularly agreeable. John Cooper has evidently read of such things and regarded them as being in dubious taste. This is quite wrong; we aim to amuse people



INTERNATIONAL RALLY OF GREAT BRITAIN JAGUAR 2nd 3rd 4th

AND BEST PERFORMANCE BY A LADY

All in Open Car Class

Jaguar Cars also returned fastest times of the day in the Tests at Eppynt, Rest-and-be-Thankful and in the Lake District.

Congratulations to Mr. J. C. Broadbead, Mr. E. I. Appleyard, Mr. T. B. D. Christie and Miss M. Newton on their performances with their privately owned and entered Jaguars.

Subject to official confirmation



BRITISH RALLY

LADIES AWARD

(OPEN CARS)

Mary Newton (Jaguar XK120)

TEAM PRIZE

Morgan

DRIVERS

W. A. G. Goodall P. H. Morgan W. D. Steel



USING



THE MASTERPIECE IN OILS

CORRESPONDENCE

directly, not at one another's expense, and marshals are strictly instructed to avoid any device which savours at all of a practical

The impression that the motoring side is given little emphasis is partly justified, for these events were evolved in times of petrol rationing, and little purpose is served by long road sections. We rationing, and intile purpose is served by long robust sections. We tried one in the prototype, and nobody enjoyed it. It has now been found that the optimum time is from about 10 p.m. to 6 a.m. with a circuit of around 100 miles containing ten controls, all fairly difficult to find.

With regard to the name of the event, it was changed to night

With regard to the name of the event, it was changed to high navigation rally for two very good reasons. The first is that the word "trial" suggests boulders, ruts, overhanging trees and deep mud, and, to the partially informed owner of a valuable car, acts as a serious deterrent. Secondly, at that time the R.A.C. were already limiting closed invitation permits to one were arready infitting closed invitation permits to one trial and one speed meeting per year per club, and, whilst they were perfectly willing to give us an additional C.I. permit for our unclassifiable night event, it was obviously impolitic to do so under the name "trial."

I must confess to some chagrin at our most highly organized and complex events being likened to the old half-day treasure and complex events being inched to the out manay decaying or scavenge hunt, even though these have much to recommend them. I should mention that preparations for the Hants and Berks Night Trial next October have been proceeding with some intensity already for weeks, and there will now be serious organizers' dudgeon if John Cooper is not in one of the com-

If in a reforming mood on the subject of nomenclature, surely the first point of attack should be "reliability trial," where the competing cars are brought to the event on trailers and asked only to climb freak hills, giving plenty of opportunity for main-

enly to climb freak hills, giving plenty or opportunity to simulate tenance between.

Fleet, Hampshire.

[J. A. Cooper comments: So far from regarding such events as "in dubious taste," I went out of my way to point out that I have no wish to see them discontinued. But I am still not entirely happy about the name and would welcome suggestions for something different. I entirely agree about the modern "reliability trial," but the former word is rarely used in this connection these days, and no one can deny that an event of this kind is something of a trial!—ED.]

HEATERS

Baffles are Proprietary

[64121.]—We were interested in letter [64062] describing improvements by the use of baffles in what Mr. C. R. Chaplin calls a "home-made heater." We would like to point out that the idea is not that of Mr. Chaplin's "garage proprietor friend," but was, in point of fact, invented by the undersigned, and is now manufactured and marketed in large quantities by Cosmic Car Accessories, Ltd., in this country and overseas. We have a provisional patent, No. 19662, which we have reason to believe will be granted fully in the next few weeks.

K. Rose, Director.

K. Rose, Director, Cosmic Car Accessories, Ltd. Walsall, Staffordshire,

DAZZLE

Strong Views for Discussion!

[64122.]—As a motor cyclist, I would like to add my name to the long list of road users who deplore the effect of the so-called "anti-dazzle" lighting systems of present-day cars and motor cycles. I have a 1936 machine, but if and when I get a post-war model my first action will be to replace the new head lamp with the one I am now using.

the one I am now using.

Once upon a time, one could complain of being dazzled only if an approaching vehicle had its head lamp "full on." On being dipped, the beam was directed downwards and dazzle was considerably reduced, if not almost eliminated. With the "improved" type of lighting, the only effect of dipping one's head lamp is to spread the beam so that part of it hits the road a few yards ahead while the rest of it stays horizontal. The reduction in dazzle is therefore negligible; in fact, it is virtually doubled when two lamps are left in use by the dipper.

At the other extreme, the 1936 pilot bulb which I can quite comfortably, and safely, use at 30 m.p.h. in a lighted area, has been replaced on these new-fangied types with an arrangement which is useless even as a parking light; the bulb shelters coyly behind a small hole in the reflector and is all but invisible to anyone not directly in front of it.

anyone not directly in front of it.

Many of your readers will, I think, agree with the foregoing views, but I am now about to stick my neck out! I fully believe views, but I am now about to stick my neck duit I fully better that the type of black-out mask used on head lamps during the war would, with slight modification, give quite sufficient light for anyone whose eyesight was considered good enough to allow him to drive. From what I remember of these masks, the light was projected where it was wanted, namely, on to the whole surface of the road for a couple of hundred yards ahead, to both sides of the road a few yards ahead, and hardly any light was thrown upwards.

Maybe readers will not think much of this idea, but it seems to me a better one than the present system of lighting, which we are expected to regard as non-dazzling merely because the designers and manufacturers say it is. I am at a loss to under-stand why anyone should consider it necessary to blind everyone for half a mile ahead when it would, or should, take him at least

half a minute to travel that distance in the dark. London, N.7. I. HUTCHINGS.

NEW CAR DELIVERIES

Optimist or Pessimist ?

[64123.]—Having in mind the considerable increases in prices of new cars over the past five years or so, together with the 66 per cent purchase tax, one wonders how many of the cars at present "ordered" would be accepted and paid for if offered dur-

ing the next few months.

There are many signs of a general trade recession, and it is more than possible that the present artificial level of used car prices will fall considerably in the near future, so that a car prices will fall considerably in the near future, so that a car purchased today for £1,000 may be worth no more than £500 in two years' time.

My reaction to this line of thought has been to cancel the new car ordered in 1946 (my deposit being returned) and to sit back in the old 1939 model to await events.

N. ASHTON.

Altriniphen. Cheshire.

Altrincham, Cheshire.

INTERNATIONAL EXCHANGE

Sweden Calling England

[64124.]—I am a Swede interested in all kinds of motoring and I want to correspond with an Englishman. I should be much obliged if you would help me with this. Box 162, Skara, Sweden. OLLE DAHLBERG.



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Service Viewpoint

Sunday Morning Tuner

N every field of human activity, the professional generally regards with lightly veiled derision the efforts of his amateur counterpart, and this is particularly true of service stations, for we often hear traders say that a good deal of servicing bread-and-butter is provided by the Sunday morning tuner. I do not altogether share this view, for I know of many outstandingly successful racing contrivances which have been conceived, constructed and tuned by non-professional technicians, but at the same time I do feel that a man should recognize the limit of his ability and resist the temptation to tinker with things he does not properly understand.

We (that is, any firm) had cause to reflect upon this one Monday when a gentleman brought along his car for attention to the carburettor, through which a great deal of spitting-back was occurring. On first hearing the symptom, it was easy for us to recognize that the spitting (sic) was far too regular to be caused by a weak mixture, and further enquiries by telephone to the owner elicited the information that the trouble had come on quite suddenly and quite unaccountably; no, nothing had been done to the engine at all, except that he had adjusted the tappets on Sunday.

With that new-found knowledge in hand, the diagnosis of a propped inlet valve was elementary, and equally simple was the cure of adjusting the tappets properly; our difficulty was in deciding how to charge the job without hurting the customer's feelings. If he had been a layman, we should have used the greatest discretion and tact in explaining where he could possibly have gone wrong originally, but, alas, he happened to be a Member of the Institution of Mechanical Engineers!

ing from the crankcase to the chassis members. Now, if the engine torque members come loose, even the tiniest bit, the effect is that, as the drive is taken up, there is a tendency for the power unit to be displaced by the thrust from the transmission torque tube.

As the fulcrum point of the clutch pedal operation is affixed to the power unit, it will be seen that any movement of the power unit upsets the driver's control of the clutch engagement and a hasty leap ensues. A good driver will instinctively attempt to correct the fault, with the result that the hasty leap will multiply until the clutch is fully in, and the drive is completely taken up.

The remedy is to take up any slackness in the engine torque members, and if they have been loose for some time it may be found that the brackets on the crankcase are worn and replacements are needed. In any event the cure is quite inexpensive, but I do know of one despairing owner who went to the expense of fitting a reconditioned clutch unit, without being a whit nearer curing his trouble.

The Vintage Years

NE of our customers is a man who, despite his obvious affluence, refuses to tolerate the idea of owning a post-war car; he has seven cars and all of them were manufactured between 1930 and 1938, and he says that the current models are not comparable with them in any way. I have to admit that, from my point of view, his fleet is extremely easy to maintain; we have no troubles with squeaking brakes, excessive pinking, rapid body corrosion,



and excessive from tyre wear, as we do with some of the modern cars. True, the older cars are not as sleek and speedy as the current productions, but they will run up to 75,000 miles before complete engine overhaul is necessary, and one wonders whether our manufacturers have cracked the whip a little too often in their endeavours to get high power from small engines, to the detriment of tractability and durability.

I am tempted to ask if it would not be better for us to manufacture largecapacity engines, taking advantage of the £12 10s tax, and turn them out to deliver rather less than their maximum power, so that they will always be running with a good reserve of stamina, rather than produce these small, highrevving engines which suffer so badly from running fully extended. Surely that is not retarding progress, for we must aim not only at more power as the years go by, but also at obtaining a higher durability and reliability factor. Where the latter is concerned, I think we have progressed very little since the Perhaps it is as my customer says: that in years to come, people will look back on the '30s as the vintage years for British cars. How, I wonder, will our efforts in the '50s compare then? If one could purchase a pre-war car new; that is to say just as it was when manufactured, it would be possible to make some very interesting comparisons.

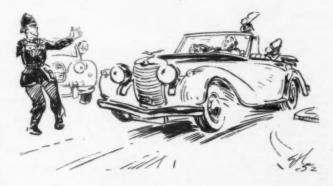
TUNESMITH.

Too Eager

NE very popular pre-war model appears to be subject to a tendency to over-anxiety to get under way, with the result that the movement from rest consists of a series of leaps and bounds. No matter how careful one may be with the clutch pedal there seems to be no avoiding that undignified leap into action when getting away.

Like all the other things which develop in cars, there is a quite simple and logical explanation for this troublesome symptom, and the cure is simplicity itself.

The model mentioned is fitted with a torque tube from the rear axle to the gear box, and the power unit is held stationary by torque members extend-



Over-anxiety to get under way.



A. G. Imhof

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FERRARI TRIUMPH AT TURIN

HE first Grand Prix race of the 1952 season in Europe took place last Sunday on the Valentino circuit at Turin, Italy. This was a full formula I toce, run over 60 laps of the £61-mile circuit, a total of 157 miles. Thirteen cars faced the starter, Ferraris predominating; it had been hoped that at least one B.R.M. might take part, but as the tests at Monza are not yet completed the B.R.M. organiz-ation decided not to enter. Reports to Reports to ation decided not to enter. Reports to the contrary were apparently mere wish-ful thinking. Britain's sole representative was therefore Peter Whitehead, at the of his supercharged 11-litre 12cylinder Ferrari.

The four works Ferraris leapt into the lead at the start, with Ascari at the head, followed by Villoresi and Farina, all three on unsupercharged 4,500 c.c. models of the type that will run in the Indianapolis 500-mile race in May. Taruffi followed in the 2,500 c.c. four-cylinder Ferrari which is the experimental prototype for the new formula, not yet in force; then came Fischer of Switzerland in his 2,500 c.c. twelve-cylinder Ferrari, Whitehead, and Etancelin with the first Talbot. Hans Stuck in the A.F.M. and Franco Rol (Osca) both retired on the first lap, the former crashing, though not seriously. Farina stopped after a few laps with gear box trouble, but restarted with one speed missing; in spite of this he put in the fastest lap of the race on his eleventh lap.

The lead changed several times, Ascari and Villoresi taking it in turn to head the procession. Just after half-distance, Farina, when in sixth place, skidded and crashed badly when overtaking Taruffi; the car was wrecked, but Farina escaped unhurt and walked back to the pits. Three laps from the end, when it seemed certain that Ascari would win, he suddenly slowed and Villoresi went past him; then Ascari retired, the fuel tank having sprung a leak. This len This left Villoresi with lead from Taruffi, wit Whitehead next in line. with an unassailable with Fischer and

Although the result was never in doubt as far as a Ferrari victory was concerned. has ar as a Perari Victory was concerned, there were plenty of thrilling incidents, and the large crowd of spectators saw a good race in beautiful weather.

RESULT—race distance 154.8 miles (40 Saps of 2.51 mile directly). (L. Villoresi) 20 6m 25.5. 74.32 mp.h.; 2, Persari 2,500 (F. Tarull) 1, 1ap behind; 3, Ferrari 2,500 (R. Fischer) 2 laps, 4, Persari 1,500 a; Ferrari 2,500 (F. Fischer) 2 laps, 4, Persari 1,500 a; Ferrari 2,500 (F. Reiner) 7 milest 4,500 (J. Claese); Fascet lap: Ferrari 4,500 (G. Parina) 2m 1.6s, 77.14 m.p.h.



S. Logan and the 1,008 c.c. Cooper making f.t.d. at the Jersey sprints.

Jersey Speed Trials

ON Thursday, April 3, the Jersey M.C. and L.C.C. organized their first flying sprint meeting of the season. Despite bad weather some fast times were put up over the quarter-mile straight, that of S. Logan (Cooper 1,098 c.c.), who recorded 8.2 secs, being especially good, a performance that won him the Le Sauteur Cup for the best

time by a racing car.

Most notable at this meeting was the consistency of first and seconds runs, greatest variation being 0.4 sec, while many clocked identical times. This was J. Le Gallais in his M.G. TC put up the good time of 11.6 sec for both runs, winning the class for production cars under

In the class over 1,900 c.c., Lord Louth

made best time with 8.4 sec, thus winning the Christine Bennett Cup.

With racing cars some trouble was experienced, due chiefly to the cold, and a few forbore their second runs.

PROVISIONAL RESULTS

duction Cars under 1.800 c.a.
M.G. TC (J. Le Gallais), 11.6 sec.
Lea-Francis (M. Salmon), 12.2 sec.
Jaguar (W. Jocelyn), 13.8 sec.

1,800 c.c. 20 (Lord Louth), 8.4 sec, Jaguar XK120 (Lord Louth), 8.4 sec, Riley (M. W. Savage), 11.5 sec, Sunbeam-Talkot (E. J. H. Funter), 11.7 sec,

Chelmsford Speed Trials

HE third annual speed trial event organized by the West Essex C.C. was held last Sunday at Boreham eld in uncessing drizzle and high wind. This did not prevent the lowering of nearly every record in the saloon and open car class, however. Only the racing cars suffered from the miserable condi

tions.
Best time of day was nearly three seconds slower than A. J. Butterworth's record of 25.12acc in his 4,425 c.c. A.J.B. L. W. Boyce (2,986 c.c. Maserati) was fastest with 28.10acc running against J. B. Norris (1,970 c.c. Alta) who holds this class record with 27.50acc but who only managed 28.20acc this year. J. Goodhew (3,000 c.c. Alfa Romeo), running in the same class, made third best time of day with 28.40sec. No others broke 29 seconds, Boyce being the only one to do so on each of his two runs.

The "under half-minute" brigade was completed by two others only. A popular

The "under half-minute" brigade was completed by two others only. A popular winner in the over 3,000 c.c. stripped sports class was Forrest Lycett, who brought his magnificent 8-litre Bentley home in 29,70sec, beating W. Coleman's Jaguette (2,664 c.c. a) by half a second. The Jaguette, however, is still the record holder for this class as in a previous year under G. Parker it returned 28,69sec. Worthy of mention in this class too was W. B. Black (3,442 c.c. Jaguer) who returned 31,8sec for each of his runs (having previously won the over 3-litre open ing previously won the over 3-litre open car class with 31.4sec) and later won the corresponding racing car class with two

runs of 31.6sec.

A. W. Richards (J.B.S) won the 500 c.c. class in 33.6sec, while Don Parker took third best time with his new Kieft on his first run (34.4sec) but broke down on the second attempt. Altogether a good day's sport in spite of the weather.

PROVISIONAL RESULTS Salessi Cars. Up to 1,199 c.c. (5 ontrants): 1, Fint 1,000 (J. M. Edmondagn), 50.2 secs.; 2, Ford 2,000 (F. T. Hotdirordono), 50.2 sec.; 2, year, 40.0 (J. V. Lewis), 70.0 sec.; 1, 181 s. 1,60 (J. V. Lewis), 1,181 s. 1 2.5 secs.; 2. Jaguar 5.405 (B. A. Risichell), 60.0 secs. 9an 6an, Up to 1,000 (7); 1. M.G. 1,007 (W. A. Risicow), Up to 1,000 (B); 1. M.G. 1,207 (W. A. Risicow), 1,100 to 1,000 (B); 1. M.G. 1,200 (C. Line), 19.3, 1,400 to 1,400 (B); 1. M.G. 1,200 (C. Line), 19.3, 1,400 to 1,400 (B); 1. M.G. 1,200 (C. Line), 19.3, 1,400 to 1,400 (B); 1. M. 1,700 (C. Line), 19.3, (1,500 to 1,500 (B); 1. M. 1,700 (B); 1. M. 1,700 (C. Line), 19.3, (1,500 to 1,500 (B); 1. M. 1,700 (B); 1. M. 1,700

10 more to any Tries.

10 more to any Tries.

10 to 1,198 (5) 1. M.O. 647 (D. Moure), 37.2

10 to 1,198 (5) 1. M.O. 687 (D. Moure), 37.2

1,198 to 1,498 (16): 1. M.O. 637 s (A. O. Baker), 5. ecc., 2. Rist (1.00 (K. Bolte), 50.0 ecc., 3. Rist (1.00 (K. D. Baker), 1.00 (K. D. Baker), 1.0 Over 3.681 (7): 1, Bentley 7.678 (F. Lycett), 7 sect.: 2, Jacuette 2.664 a (W. Coleman), 30.2

NESS.
Hashing Cart.
Us to 109 (12): 1, J.B.S. 500 (A. W. Richards),
Us to 109 (12): 1, J.B.S. 500 (A. W. Richards),
S.S. 6 sect., 1, Cooper 500 (B. Gray), 35.8 sect.
20 S. nect., 2, M.G. 188 p. (A. C. Raker), 51.4 sect.
1, 187 to 3,589 (c): 1, Minoratal 2,006 o (L. W.
Borcel, 38.1 sect., 2, Alta 1,870 s (J. B. Norrich) necs. ver 3.001 (6): I. Jaguar 3.443 (W. B. Black), secs.; 2, Jaguar 5.442 (J. H. Sarginson), 22.4



A Ferrari America put up great speeds in the American Sebring long-distance event (described on page 456), but broke down.

In pursuit and just visible past the oil drum, lies Larry Kulok in the Frazer-Nash which went on to win.

FLL, that was the R.A.C. Rally, and as far as most people were concerned it can fairly be said that it was tougher than expected. The speed tests, in which everyone is more or less forced to go as fast as possible, either to achieve the average or to try to raise it beyond the reach of others, are an admirable device, as are the regularity tests; although I must confess to a slight feeling of disappointment that the last of these, on Oliver's Mount, did favour the high-powered cars. All the more credit to Marcel Becquart for his excellent win in the closed car class with the 1½-litre Jowett Javelin.

The matter of Leslie Johnson's protest was unfortunate, and the stewards had an unenviable job to try to adjudicate on it. Johnson was apparently told at the start of the rally that he would not be penalized for running without the rear wheel spats (the absence of which helps the brake cooling considerably); this was an error on the part of the official concerned. But rules are rules, and to have waived them rules are rules, and to have waived them in this case would not have been fair to the remaining Jaguar drivers who had run with spats in place throughout. A pity, however, as Johnson lost a certain third place; and this would even have been second had his consistency been better in the last test, as he put up fastest time of all in the first section, but slowed

A. G. Imhof deserved his win, as he has not had the best of luck in rallies over the last few seasons, and this time he used his head and saved the car as much as possible. And his short speech at the prizegiving was also excellent; but the prize for speechmaking must go to the Deputy Mayor for his wonderful short oration at the Royal Hotel half of the dinner, in the course of which he gave a miraculous description of the city's coat of arms, and translated its Latin motto as "Welcome here, all ye wi't' brass!" 222

THREE sets of regulations that I have recently received are those for the Jersey club's Bouley Bay international speed hill-climb, on July 24, the Aston Martin Owners Club's spring meeting at Snetterton Heath, Norfolk, on May 3, and last, but by no means least, the Royal Scottish A.C.'s Scottish Rally, which will be run from June 2-6.

The first of these, the Bouley Bay hill-climb, is of course a veteran event, and needs little explanation. There will be

needs little explanation. There will be classes for racing and sports cars; closing date for entries is July 9, which should be sent to H. W. Rawnsley-Gurd, Lyndhurst, Ralegh Avenue, St. Helier, Jersey. Incidentally, the famous Jersey battle of flowers and carnival will be held on the Thursday, July 31, following the climb.

Concerning the Snetterton meeting, it will be remembered that the Aston Martin

Concerning the Shetterton meeting, it will be remembered that the Aston Martin Owners' Club discovered this circuit, which lies near Shetterton Heath, in Norfolk, and ran a very successful meeting there in October, last year, when it was generally agreed that the venue, with its

by J. A. COOPER

and surrounding countryside. suffered less from bleakness than do most airfield courses. It is planned to hold several race meetings there this year, and several race meetings there this year, and the first of these—with a programme for formula 2, sports, Aston Martin and formula libre cars—will be run on May 3, starting at 11.30 a.m. Closing date for entries is April 21, late entries until April 24. Secretary of the meeting: T. H. Stewart, 98, Hillfield Court, Belsize Avenue, London, N.W.3.

The Scottish Rally, the tenth in the series, will have as its centres Inverness

series, will have as its centres Inverness and Oban, and the route will cover about 1,100 miles of Scots country, including, of course, a section through the Highlands.

COMING SHORTLY

- APRIL 10.—South Carnaryonshire M.C. Film show, West End Hotel, Pwilheli,

- APRIL 16.—South Carmarvonshire M.C.
 Film show, West End Hotel, Pwilheli,
 7.30 p.m.
 11.—Fiat 500 Club, Annual rally and gymkhana, Dispersal Bay, Redhill serodrome,
 11-2.—M.C.C. Land's End Trial, starting
 from Plymouth, Stratford-on-Avon and
 Virginia Water.
 12.—Veteran C.C. of Great Britain. Abingdon Rally, Market Square, Abingdon,
 Brikkins, M.C. and L.C.C. Race meeting, Castle Combe circuit, near Chippenham, Witshire, 1 p.m.
 12.—Blackburn Welfare M.C. Brough Aerodrome Races, Yorkshire, 1 p.m.
 12.—Lydstep hili-cimb, Tenby, Pembrokethire, 2 p. S.C.C. Highland Three Dava
 Rally, Falkirk Ice Rink, Falkirk, Stirlingshire, 9.30 a.m.
 12.15.—Ulster A.C. Circuit of Ireland Trial,
 3.—Alvis O.C. (Midland Section), Cotswolds
 Rally, Ettington Park Hotel, near Stratford-on-Avon, 2.15 p.m.
 14.—B.A.R.C. Race meeting, Goodwood,
 near Chichester, Souser, 1.30 p.m.
 14.—Half-Lire C.C. Ruce moceting, Brands
 Hasch circuit, near Fawkham, Keast, 2
 14.—Inter-Enropa Cup Race, Luly,

- Haich eireun,

 14. Inter-Europa Cup Race, Italy.

 14. Australiae G.P., Australia.

 14. Pau G.P., France.

 14. West Cornwall M.C. Trengwainton hill-climb.

- 14.—Half-litre C.C. Dance, Greenway Country Club, West Malling, Kent, 8.30
- Country Club, West Malling, Kent, 8.30 p.m.

 17.—N. London Enthusiasts' C.C. Talk on "Production Car Racing with M.G.s." by Dick Jacobs, Green Man, 128, Hale Lane, Edgware, Misdideser, 7.30 p.m.

 17.—London M.C. and Kentish Border C.C. door Street, London, W.1, 7 pm.

 18-20.—A.C. d'Oranie rally, Frassec.

 19.—London M.C. Little Rally, Royal Huts Hotel, Hindbasd, Surrey, approximately 8 a.m.

- Bentley D.C. Annual general meeting, Richmond Hill Hotel, Richmond, Surrey,
- n.m.
- 3 p.m.
 3 p.m.
 19.—West Hants and Dorset C.C. Ibaley
 Car Race meeting, Ibaley, near Ringwood, Hampshire, 12.30 p.m.
 19.—M.G. Car Club (Scottish). Driving
 tests, Edinburgh.
 19-20.—Vintage S.C.C. Bawtry and Blubberhouses competitions.

Run in 1951 for the first time since the recent war, the rally should attract a representative entry from the whole of the British Iules. From Monday to Friday, June 2-6—there will be night stops en route-cars will be inspected on any part of the route and penalties imwill cater for open and closed cars. Entries (closing date May 6) to A. K. Stevenson, R.S.A.C., Blythswood Square, Glasgow.

NOW for the Easter sporting weekend, which—as explained at some length in last week's insue—is positively crammed with events of all kinds. The M.C.C. Land's End trial starts on Friday night from Plymouth, Virginia Water and Stratford-on-Avon, in traditional fashion; the Circuit of Ireland and the Highland Three Days Trial start on Easter Satur-day. Commentaries on the Irish event day. Commentaries on the Irish event are being broadcast on the Home wave-length (261 metres) at the following times: April 12, 11.03 to 11.08 p.m.; April 14 and 15, 9.00 to 9.05 a.m.; April 15, 11.03 to 11.08 p.m.

15, 11.03 to 11.08 p.m. On Easter Saturday, also, comes the race meeting at Castle Combe, near Chippenham, in Wiltshire; with races for sports and 500 c.c. cars, this starts at 1 p.m. Then there is the combined motor cycle and 500 c.c. car race meeting at Brough in Yorkshire (also 1 p.m.) and the Lydstep hill-climb near Tenby in Pem-

Easter Monday has two international race meetings, at Goodwood near Chichester, and Brands Hatch, near Fawkham, in Kent. The former starts at 1.30 p.m., and has attracted an excellent entry for and has attracted an excellent entry for its programme of races for formula live, formula 1, 2 and 3 cars, and the sports car handicaps. Coach services are being run to Goodwood from many points in London (fare 9s 6d return) by George Ewer and Co., Ltd., 55, Stamford Hill, N.16. Brands Hatch has the London Trophy race in heats and final for 500 c.c. cars, starting at 2 p.m., and an excellent entry is assured here also. Finally, there is the Trengwainton hill-climb in Cornwall, run by the West Cornwall M.C.

TO introduce the French motoring enthusiasts to the sport of reliability trials à PAngleterse, the London Motor Club is organizing one of these events in France on June 22 next, in collaboration with Marcel Becquart of the Automobile. Club de Mont Blanc. It will be exclusively for British competitors—I don't think there are any French trials specialswill be run under an R.A.C. closed permit; an international permit would obviously be unnecessary and out of place, and there is nothing in the permit requirements to restrict events organized by a club of one restrict events organized by a club or one nationality to the territory of its own country. The secretary of the meeting, for which regulations are now in course of preparation, is F. D. Dent, 28, Alexander Avenue, Brondesbury Park, London, N.W.10.

REGULATIONS just issued for this year's Targa Florio race, the 36th of the series, making it the oldest race in the world, show that it will be run on practiword, snow that it will be run on practi-cally the same lines as last year's event, the date being June 29. Cars of the inter-national sports class are admitted, the award being made on fastest time. The race will be run over the moun-tainous Madonie circuit, near Palermo, reduced to 44½ miles, and, eight laps hav-

. . .

ing to be cov. red, the total distance is 358 miles. Three times the competitors have to climb to altitudes of 1,800 feet or more, and how many acute bends there are nobody knows. There is, however, one

straight of four miles along the sea front.

Prizes total nine million lire in cash, divided among the first fifteen. In addito the three are four cash prizes totalling one million lire for the 750 c.c. class. Cups and trophies are offered in abundance. Last year's Targa Florio was won by Cortese on a Frazer-Nash. It is certain that this make will agoin be repre-sented but, owing to the crowded inter-national calendar, British makes probably will not be as numerous as was at one time hoped. Comm. Vincenzo Florio is at present in South America, where he is hoping to arrange for Argentine entries. ...

RUNNING in the special class for cars of at least 25 years of age in the M.C.C.'s Land's End event at Easter will be the first M.G. car ever to have been built. At the wheel will be R. C. Porter. The car dates back to 1923, and has been taken for the occasion from the Nuffield Organization's museum. It is not new to the event; in 1925, under the name of the event; in 1923, under the name of Morris Garages Super Sports, it gamed a gold medal in the Land's End at its first attempt. It is alleged that this M.G. is capable of 82 m.p.h., and it is powered by an 11.9 h.p. engine, basically Morris, with push-rod operated overhead valves. . . .

ENTRIES for the May 10 Daily Express Trophy Meeting at Silverstone already include those of Toni Ulmen and Paul Pietsch, with 2-litre Veritas cars, and two works Ferraris, with the new 2-litre, four-cylinder engines. Drivers for the latter cars have not yet been nominated, but it is understood that they will be drawn from team drivers—Farina, Ascari, Vil-loresi and Taruffi. Also from Italy comes the entry of two Maseratis from the Scuderia Platé, to be driven by Swiss Baron E. de Graffenried and Louis Chiron.

... RESULTS of the 12-hour Sebring, reported on page 456, were as follows:-

Figure of 1. D.B. 745 (B. Lansing-W. More-1.125 56.35 m.p.h. Siata 1,500 (R. Irish-R. Pergus) ... France-Nach 2,000 (H. Grey-L. France-Rase 2,000 (H. Grey-L. Kulok) M.G. Spi 1,390 (D. Ash-J. Van Driel) V.W. Spi 1,190 (R. Brundage-I. 1.012 Dried 1,380 (B. Ash.) Van 0,394 (D. Ash.) Van 0,394 (D. Ash.) Van 0,394 (D. Ash.) Van 0,394 (D. Ash.) Van 0,395 (D. Ash.) Van Mar-1, Rogers; affeation on Distance Covered: Frazer-Nach 2,000 (H. Grey-L. Rubock), 754.0 s. 62.65 m.p.b. Jaquar XK120 3.450 (C. Subott-M. Carroll), 177.6 miles. Mata 1,900 (R. Irish-R. Pergus), 717.6 miles, Perrari 2,000 (R. O'Brien-R, Clcurel), 712.4 Jaruar XKI 20 5,450 (C. Wallace-B. Yakes)
1994 1,390 (D. Ash-) Van Drieb; V. D.
1,250 (R. Thompson-P. Kinchelne); 9, Mos
8 (R. Wilder-O. Ehrman; 10, M.O. TD
1,700 (R. Thompson-P. Hinchelne); 9, Mos
1,100 (R. Thompson-P. Hinchelne); 9, Mos
1,100 (R. Wilder-O. Ehrman; 10, M.O. TD
1,100 (R. Wilder-O. Ehrman; 11, V.W. SD
1,100 (R. Wilder-O. Ehrman; 11, V.W. SD
1,100 (R. Wilder-P. P. Avien); 15, D.B. 745 (H. Connet).



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SEBRING-FLORIDA

A letter from Larry Kulok co-driver with Harry Grey of Mr. Stuart Donald-son's Frazer-Nash.

"I am more than happy to be able to tell you of our outright win at the 12-Hour International Road Race at Sebring, Florida, in the Frazer-Nash, Naturally, we also won the 2-litre class beating two Ferraris, and we came second in the Index of Performance.

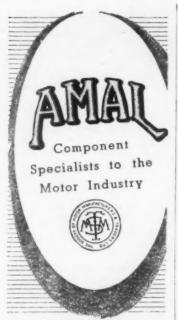
"The only car that led us during the entire race was the 4.1-litre Ferrari "America" of Bill Spear (Cunningham as co-driver) which was forced out with axle trouble at four hours-they were only leading us then by about 45 seconds. From then on Grey and I led the entire race until the end and had a magnificent

and most enjoyable ride.

"The Frazer-Nash performed magnificently and pushed its reputation high. We started with less than 3,000 miles on the odometer, but even so the car was fast enough to see 5,200 revs. in top on the nine-tenths of a mile straightaway, and on one lap at night we had 5,500 in top—a thoroughly

shattering speed.
"I could go into long eulogies about the handling of the Frazer-Nach, its reliability and speed, etc., but just let me say that if I had had my choice of any car in the world for that race, I could not have been better mounted than I was. There is no sports car in the world as good as a Frazer-Nash".

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CLUB NEWS

Gosport A.C.—The series of Gosport Speed Trials, run over the flight test road, at Fleet-lands, Gosport, Hampshire, has gained considerably in popularity, and last year com-manded a large entry of sports and racing cars. The course record is at present held by Archie Butterworth, in his A.J.B., with the time of 1.56.

Archie Butterworth, in his A. J. D., time of 12.69s.
The closed invitation speed trial this year will take place on Sunday, April 27, when members of the following invited clubs will compete: W. Hants and Dorset, Half-Litre. Southsea, Chiltern, Vintage, Hants and Berks, N. London Enthusiasts' C.C. There will be classes for saloon, sportls, and racing cars. (Entries close April 19; A. A. Ards, 6. Tetscombe Road, Alverstoke, Gosport,

Cheltenham M.C.—Winner of the Staverton Speed Trial, run at Staverton airfield on March 29, was 1. L. Bueb, driving a Cooper, who put up fastest time of the day, in 31.8s.
Singer O.C.—It is interesting to hear that this club has now a full-fledged branch in Belgium. Jean Larue, of Liège, is responsible for having started it; he has taken part in several Continental rallies with his SMI500 and achieved first place in last vear's Renewal several Continental rallies with his SMI500 and achieved first place in last year's Benefralux Rally. There are 50 members already in his branch. Meantime, it is hoped to gather more Singer owners and enthusiasts into the fold in this country, in the north and Midlands, especially. Honorary secretary is K. D. McDowall, of 1, Halesworth Road, Lewisham, London, S.E.13.

M.G. Car Club (Midland Centre) .- Starting from West Bromwich, Staffordshire, and finishing at Criccieth, Caernarvonshire, the Welah Rally will be run on April 19-20, with a road section of approximately 200 miles and driving tests and an examination of cars at the finish. A concours d'élégance will be held on the following day.

North London Enthusiasts' C.C.—A meet-g will be held on Thursday, April 17,

starting at 7.30 p.m. to which all those interested are invited to come along, when a talk on Production Car Racing with M.G.s will be given by Dick Jacobs.

The Chessington Rally (May 25) will be run more as a social than competitive event, although there will be some five check points on the road section, which starts and finishes at Chessington Zoo, Surrey.

Sunbac.-Again this year, on Sunday, May 4, the club will hold its annual closed rally to Weston-super-Mare. The route will be approximately 150 miles, with different averapproximately 150 miles, with different average speeds for the entry of motor cycles and cars, and following the road section will be driving tests on the sea front, finishing with a meal at the Town Hall, Weston-super-Mare. Start of the event will be from the Golden Cross Hotel, Marlbrook, on the Birmingham-Bromagrove road, at 8,30 a.u.f. D. Woodhouse, 106, Jockey Road, Sutton Coldfield; closing date for entries, April 26).

Coldifield; closing date for entries, April 26).

Riley M.C. (N.W. Centre).—Navigational skill on the part of passengers will be the first requirement in the navigation and mapreading trial (May 25), to be run in the Buxton area. True, there will be six driving tests en route, but the stress is to be laid upon map reading, and in this connection competitors will need as part of their equipment Ordnance Survey sheet number 111, Buxton and Matlock. Map grid references only will guide competitors from one control to the other. (Entries close May 19; E. M. Wainwright, Denmor, Heybridge Lane, Prestbury, Cheshire.)

Grimsby M.C.—The rally and concourts.

Grimsby M.C.-The rally and co Grimsby M.C.—The rally and concourse d'élégance for veteran and vintage cars and motor cycles, at Cleethorpes, Lincolnshire, last year, was a spectacular and successful event. It will be held again this year on May 24, with a timed road section of 25 miles and a concours at the finish on the promenande, at Cleethorpes. (J. R. Witty, 15, Earl Street, Grimsby, Lincolnshire.)

IN BRIEF

Hall and Hall, Ltd., Oldfield Works, Hampton, Middlesex, have been appointed sole distributors to the replacement trade for the U.K. of Burtonwood oil seals. The seals, known under the trade name of Hallite, will continue to be manufactured by the Burtonwood Engineering Co., Ltd., Burtonwood, Warrington, Lancashire, and the manufacturers will continue to deal direct with all original equipment orders from vehicle original equipment orders from vehicle manufacturers and industrial users.

Amal, Ltd., the carburettor manufacturers, have moved to new premises at Holdford Road, Witton, Birmingham, 6. The telephone number remains Birch-

Mr. J. D. Lodge has been appointed used car sales manager of Henlys, Ltd. Manchester branch at Peter Street, and of their associated Manchester companies. Mr. Lodge was formerly northern area manager of Roadways Transport Develop-ment (Olds Discount Co., Ltd.).

University students wishing to supplement their academic training by practical experience of industrial and commercial conditions are offered employment with conditions are offered employment with the Dunlop Rubber Co. for six or eight weeks during the long vacation. There are 100 vacancies, to be filled through appointments' officers at the Universities, for men and women from the age of 18 upwards, at salaries ranging from £3 to 66 wavelet. £6 a week.

The safe-driving diploma of the Royal Society for the Prevention of Accidents has been awarded to 360 drivers in the fleet of T. Wall and Sons, Ltd., ice-cream and meat-products manufacturers of London, Manchester and Edinburgh, for careful driving during 1951.

The Dunlop company has sent donations of £100 to the Workers' Educational Association; £200 to the Industrial Welfare Society, and £200 to the Industrial Management Research Association.

SOUGHT INFORMATION

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:

No. 16286. 1938 1;-litre Riley.
"E.W."—Maintenance hints, wiring diagram and a handbook for the Kestrel model.

No. 16287. 1934-35 Vale Special "W.C."--Information and advice on fi larger eng

No. 16288.—R.A.G. Carburetter.
"R.T.G."—Information as to necessary let sizes sen fitted to a Morris Eight.

No. 16289.—1937 Maybach.
"E.F.P."—All possible information on 140 b.h.p.

No. 16290.—1934 Morris Minor "K.T."—Maintenance hints and a handle No. 16291. 1920-24 25-50 h.p. Sizaire-Berwick "E.W.J.R."—Maintenance details and a hand-

No. 16292. 1938-39 Morgan 4-4. "R.W."—Hints on tuning, maintenan-meral overhaul; also a handbook.

No. 16293.-1934 4)-litre Lagenda.
"LK.K."-Any available information and a



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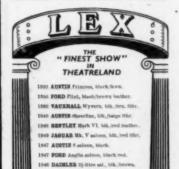
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14 T. 750:16 rears; £495.—International Garase, 1949.

15 Trom £750; Allard drap head couse, 10,000 miles, 1949.

16 Mercury Allard drap head couse, 10,000 miles, 1949.

17 Trom £750; Allard drap head couse, 10,000 miles, 1949.

18 Carlon House, 1950 miles, 1940 miles, 1949.

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19 Allard seeps of the first seep of the couse, coroptional condition, isoering control pear change, II.M.V. radio, blue; £325.—65-96, Sternbold ave. Streatham Hill. Sw. 2 (1 minute Streatham Hill. Sw. 2

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1. London, W. Tell, Maylar 1048.

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COMMON MOTORS—Alvis Speed 20 Charlesworth approximation and approximation, 1934, low sheek lines and general papers nalcon, 1934, low sheek lines and general bodywork finished in Alvis green with darker green wings, engine specially tuned to attain really high maximum custaine speeds, smart hacks with full copies to the special papers of the special

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1948 Alvis 14hp utility, serviced and carefully maintained by Alvis enthusiast, showroom

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A LERNS OF BRIGHTON
17210
1936 Aivis Silver Eagle 17hp sports saloos, 54,020
miles, one careful owner, excellent condition;
6400.—Smith, 16, The Fairway, Alwick Bay, West Sussex,
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1949 Saloon, appearance and condition as new, one owner, low mileage; £1,150.—White House, Congleton Rd., Alderley Edge (Tel. 5335), near

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1949 Dodge Coronet saloon, right-hand drive, dark blue grey-cloth, 16.013 miles; £2.500 or mear

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Buick convertible, electrically operated throughout, radio, heater and seat covers. Chevrolet 2-door full de luxe saloon, heater.

Chevrolet 2-door full de luye saloon, heater.

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Ford Mercury, r.h.d., radio, heater, window-washers, all extras.

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Fusare fasicon, redio, heater, loces seat full de luyer fasicon, radio, heater, loces seat full commodore, radio, heater, all extras, colour black and silver, radio, heater, all extras, colour black and silver, radio, heater, all extras, radio, heater, all extras, radio, heater, all extras full extrastilla, elimpson and particular conditions, which is a sea of the full extrastilla, elimpson and full elimpson

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1950 Armstrong Siddeley 18hp Lancaster saloon.

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Euston 6611.

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1948 (Oct.) Armstrong Typhoon saloon, black.
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A STON MARTIN 1%-litre short charsis Le Mana, ex Cordon Sutheriand, AMD 333, in mins condition throughout and one of the fastest Le Mans ever pro-duced; £425.—Simmons, Grosvenor 2635.

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SOLE suppliers of sparen for all Aston Martin cars of the produced up to 1980; specialised servicing factilities. As the produced up to 1980; specialised servicing factilities. As the produced the produced as the produced

RAYMOND WAY, AUSTIN SEVEN

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1939 Austin Big 7 saloon, black/blue leather,
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[4390]

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A USTIN nippy sports 1934, body and engine excellent condition; £195.—D. Weldon, 56, Willow Crescent West, Willowbank, Uxbridge 42.

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1938 Austin Big 7, splendie order: £320.—Smith & London, W. 44.—Tel. Western £312.

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ROWLAND SMITH'S, the Austin buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. CAR MART Ltd. AUSTIN EIGHT

ONDON distributors

1947 Austin Shp malorn 6 months' suarantee:
Euston Rd., N.W.I. Euston 121°
ROUNDABOUT offer:—

1946 Austin 8 4-door saloon, in first-class order DOUNDAROUT GARAGES. Lad. Western Ave., CYRIL SHEPPARD offern:— [6118]

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1946 many others at the excellent condition; £525;
A RERNAL MAN STATE CONSTRUCTION OF THE STATE CONSTRUCTION OF THE

smith. Rtv. 2537.6. 2 first registered 1346, reconstruction of the property of

AUSTIN EIGHT

CATEROUNE offer 1938 Austin 8 2-door saloon, dark
blus, in excellent condition, new engine fitted,
£295.—Gatchouse Motors, Ltd., Highgate Village, London, H.S., Mou. 4344.

4 4 6 brown leacher upholatery, very well maintained, in new condition; terms, exchange.—0. 8. Hall,
Ltd., 202, King St., W. 6. Riverside 2981. [4978
5 2 cm.—1937 Austin 6 4-door de laze saloon, reO, P. (Balham), Ltd., 20, Balham Hill, S.W.12 (100
yards Claphans South Tubel. Batt. 1107–8. [6153
A USTIN 6 1947 black saloon, in excellent condition:
Canadian Ford shoulding brake, pinel, condition:
Apply The Factors, Caulle France Estate, Kennan, Aberdeen. [604]

deen. 495 gm.—Ametin 8, Ageil 1948, 4-door mloon, by all the state of the state of

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.I. Euston 1212.

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CRES offer:- AUSTIN TEN

1947 Audin 10 saloon, finished in blue brown are the property of the property

1935 1946 Austin 10; £650.—Blue Star Garages, Ltd., 617, Pinchier Rd., N.W.S. (Ham. 2254/6). [7830

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H 47 Austin 10 saloon de luxe, very carefully used; £725.
D N 2. Tel. Gladstone £003.
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1946 Austin 10 majoon, black, recond. engine re-cently fitted.—Swiss Cottage, Finchley Rd., [3374] H.W.S. [1574]
1947 Austin 10 micon. black: £660. [1574]
LYCHANGES.—" Lingwood." Upper Basest: Ave. [1562]
W.EU. HALL ROAD GARAGE offer:— [1562]

1946 Austin 10hp, one owner, completely re-WELL HALL ROAD GARAGE, Well Hail Rd., 8.E.9. Et. 3834.

TEL 5354.

NEL 5055. MOTOR COMPANY (LONDON), Ltd...

13.7 Austin 10hp drop head mleen, in heautiful 15.0 Austin 10hp drop head with 15.0 Austin 15.0

content of the conten

£425 —Austin 10 Cambridge de luxe saloon, excellent interior, bodywork unmarked, 100% mechanically; \$ months' guarantee; hire purchase.

AMBS OF WOOD GREEN, Finchley Showrooms, 421.

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High Rd., Finchley, N.12. Fin. 6221.

4355 — 1940 model Austin 10 de auze saloon, fitted to the state of the

1946 Austin 10 saloen, black with brown original condition nominal mileage engine 5,000 miles.—Con's Motorn, Ltd., Con engine 5.000 miles — Oux's Botors, Lbd., Conduit Lebester, Tul. 60319, 2007. See 1.00 miles 1.00 miles 4. 600 5 saloon, black, red jeather, original miles 1.00 miles

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Grandford Morrolles Ltd. Lake St. Leighton Buzzard

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1. Annie 10 de hus saloon, black 1704.

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297. Euston Rd., N. W. 1093. ROWLAND SMITH'S.

OWLAND SMITHS, the Austin buyers—Hampsteed, High St., Hampstead Gold. (1920) EDGRGE NEWMARK & CO., have cash waiting for sociolar and the control of the con

MAR MART Ltd. AUSTIN A40

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1950 Austin A40 saloon, heater, 4,900 miles; Euston Rd. N.W.1. Euston 1212. CYRIL SHEPPARD offers.

1949 Austin A40 de luxe saloon, one owner, low milesse, radio, heater, green/heige, spotiass, guarritede, £945.—Cyril Sheppard, Shepherds Hill Reading, Sonning 2545-6.

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1949 Austin A40 saloon, engineer maintained, superior condition: £945, with the condition: £945, with the condition: £945, with the condition and the condit

A USTIN A40 Devon saloon, blue, one owner, 8,800 miles only, heater, perefect order, guaranteed, £995.

Berksley St., W.I. May, 6266.

SERVICE, Works and Stores: Barn-dale Yard, off Eigin Ave., W.9. Cunningham 5936-8. [7764 WARWICK WRIGHT, Ltd., offer:

1949 Austin A40 salcon, beige fawn leather, 6,000 miles.
VARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
VARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
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1950 Austin A40, colour grey, fitted radio and heater, mileage 2.000, immarulate condi-

1.15 U hester, milesge 2.00, immeutate condition £1.150 PhERD & Co. (ENPIgLD), Lid. Herford

Pag Enfield Howard 1631

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1949 Ago Devon, green, excellent condition; £375.

1949 Austin A40 saloon, fawn.—C. A. Peto, Ltd. 42, North Audley St., W.I. Mayfair 5051

1950 Austin A40 Devon saloon, mileage 1,877.

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A. SAUNDERS LIS. offer

1950 Austin A40 saloc berse with brown interior radio, heater, etc. 5,000 miles; £1.135.

30 -942, Bluck Rd., N.18. Hillair's 0004, 17261.

930 - A. Stanin Ado sim saloom, R. & H. 2, 2500 miles. 1930 - A. Stanin Ado sim saloom, R. & H. 2, 2500 miles. 1930 - A. Stanin Ado sim saloom, black with being regarded to the saloom, black with being regarded force Servir Offstation, Hinchely Rd., Buneaton, 17743 - CASS'S MOTOR MART.—1949 Austin Ado Devon saloon, 20,000 miles. 2875, exchanges: eritical cuarantee.—5. Warren Rt. W. 1. Euston 5523 - (4157 1944) - A. Stanin Ado Devon Servin Stanin Ado Devon Carlotte Stanin Ado Devon Carlotte Stanin Stanin Ado Martin Ado Miling roof, radio and bester. 1945 - A. Stanin Ado Miling roof, radio and bester 1945 - A. Stanin Adolescent 1945 - A. Stanin Adolescent 1945 - A. Stanin Adolescent 1

1950 Austin A40 saloon, grey, blue leatl beater, sun roof, excellent conditions, Ltd., Austin Agents, Staines, Middlesex L ATE 1948 Austin A40 Dorset saloon, grey, miles, recently fitted new engine, etc., be condition: £365,—Hayes 1063. 6, Firs Avenue, Cra

1950 Austin A40 sunshine saloon, grey heater, radio, Gerry Browne Motors So South Edwardes So, London W 8, Western

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1930 (Jan.) Austin A40 Devon sun roof satorn, finished black, leather upholstery, heater, lew misuage, one owner, as new, also choice of 3 1949 A40 saloons; trade enquiries welcomed, A40 saloons: trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd.
East Pinchley Station, N.2. Tudor 2501-2

1949 Austin A50 mloon, blue, sliding root, root and beater, exceptionally well maintained cone on the state of the state o wland Smith, Ham

Austin A48 Cars Warited

CAR MART, Ltd. USTIN cars. A USTIN cars.

REQUIRED immediately.

MAKE your enquiries to USTIN House, 297. Euston OAD, London, N.W.1.

ELEPHONE: Euston 1212.

OWLAND SMITH'S. OWLAND SMITH'S, the Austin buyers.—Hampstead Hugh-Sis. (Bhumpetend Tuber). Hans. 6941. (1932 CERKER INEWMAN & O. have cash walking for nood With the time to sell to those at \$40. Euston Rd., London, N. W. I. Suston 4466. (1957) A B new post-war Austin Ado required.—30, presents Rd. S.W. 16. Tules Hill 2766 (day). ASH buyers of low mileage Austin A40s. distance no object.—Hattons. Lord St. Southport. Tel. 2366.

A LMOST new Austin A40 required; cash payment Morley 54 Streatham Hill, S.W.2. Tulse Hill 44 1950 A40, under 10,000 miles: up to £1,00-Tyne. Tel. 7552 ...

AUSTIN A40 cars wanted — Motouritas (Loscon).

Ltd., are immediate cash buyers of A40s with use solons.—Great North Ref. E. Finchiey Station, N.A.

M.I. CAR BALLES (Pr. 6648) uner:-

1939 Austin 12 4-door saloon, black, maroon up-foliater, reconditioned engine fitted, ex-cellent condition throughout.—Swiss Cottage, Finchieg

1939 Austin 12 Ascot black interior grey lea
MAGDALEN MOTORIS

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OF THE STATE OF

1940 roles, 5, Balham High Rus, masses (From 1940) roles and aliding roof, excellent rolling, and the second roles and aliding roof, excellent rolling, and rolling roof, excellent rolling, and rolling roof, excellent rolling, and rolling,

\$\frac{450}{0}\$—15359 Austin 12 Accot de luxe saloon, on owner only, definitely above average.—Bra Motors, 180-184, West End Lane, N.W.6. Hampstee [570]

£455 = 1959 Austin 12.6 with apotless bodys costing £110; 5 months' guarantee; hire purchase,

AMBS of Wood Green, Finchley Showrooms, 421.

High Rd., Finchley, N.12, Fin. 6221. [7815] Ashes of wood urean Pinetney showtooms, and the property of th

20 5 m. - Austin 12 . langnam 553 and 3924.
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black, aliding head, blue leather, good saloud.
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10 2 4 Big 12 4 Saloun, leather, black, wonderful 10 3 4 Big 12 4 Saloun, leather, black, wonderful 10 3 4 Big 12 4 Saloun, leather, black, wonderful black of the saloud services of the sa

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THE CAR MART. Ltd., London distributors, wish purchase Austin 12 cars.—297, Euston Rd., N. W. Euston 1212.

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1937-8-9 Austin 12 saloons and limousines wanted.
--Mctourists (London), Ltd., East Finchley
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CRES offer:

A Austin 16 saloon, black, brown upholstery, undoubtedly sembler, this car is practically unmarked. A CRES AUTOE, Ltd., 136, Streetham Hill, London, 8.W.2. Tel. Tules Will 1509. VAR MART Ltd.

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1948 Austin 16hp saloon 6 months' guarantae.
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1949 Austin 16 saloon, superb order; £895.—6-7, W.I. Euston 3268. 14958 WANSTEAD MOTORS Ltd., offer:—

1946 Ametin 16 black with brown leather; £725
WARSTEAD MOTORIS, £46, Cambridge Park, £.11.
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EXCHANGES.—"Lingwood." Unper Basset

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1948 Austin 16, colour grey, brown cloth and the state of the state of

1949 Austin 16 saloon.—Autowork, Ltd., Winchester, 17018

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DARSONS & PARSONO CONSTRUCTION OF THAT AND POTER SI. 121

1946 Austin 16 molon, milesse 39,000, black, immediate condition; best offsat secures.

Rardacra Grance, Ledder, Guille and Carlon on the Private of the Construction of the Carlon of

(Tube.)

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A in excellent condition throughout, £200.—Cate
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1949 16hp Austin, reconditioned engine conditions, no dealers, one owner owner. Conde. Ltd., 14-24, Holloway Bend Birmin 19000 miles.—1949 Austin 16 19000 leather upholstery, net terms exchanges.—0, 8, Bali, Ltd.

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light. N.K. MOTORS, 353, Pinchley Rd., N.W.S. Hamp-steed 5712 Cased 5712.

1 Sun-Austin 16, 1949, de luxe saloon gre
sliding head, brown leather and cloth upho
strategy excellent condition; terms, exchanges, list; ope
9-7 week-days and Saturdaya.—Rowland Smith, Hamp
tead (Hampstead Tube). Hampstead 6041.

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CAR MART, Ltd.,

A USTIN care
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USTIN 16 post-war.-Lee Green 4556. A GEORGE NEWMAN & Co. have cash waiting for good Austin 16 cars.

Now is the time to call to them at 888, Easton Ed., London, N.W.1. Euskon 4668. NOW is the tribute of the Control of

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1950 (Nov.) Austin A70 saloon, radio, heater, 7,000 miles; £1.375.—Car Mart Ltd., Austin House, 197. Euston Rd., N.W.1. Euston 1212 (7507 POUNDABOUT offer:

1950 model Austin A7, black, with beige produced by the control of the control of

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1950 Austin A70 Hampshire saloon, brown with brown upholstery, radio, heater and sun roof,

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A USTIN A90 mloon, black, beine leather, 1,300 miles only, as new, B.M.T.A. permission to sell; £1,530.

SERVICE, Works and Stores: Barnsdale Yard, off Eigin Ave., W.9. Cunningham 5936-8.

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1950 Austin A70 salcom, black, brown leather, 1950 Austin A70 salcom, black, brown leather, 1950 Austin A70 salcom, being, brown leather, was presented by the salcom, being, brown leather, WAMP 1976LUT, Leb., 150, New Bend 69, W.1. Mayfair 976LUT, Leb., 150, New Bend 69, W.1. A. SAUNDERS, Ltd. Radlett, Herts.

19 49 Austin A70, mileage 12,000, colear yeep;
19 50 £1,025.—Tels Nadlett Sell-6. 15555
19 50 evener timaculate: £1,175.
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19 50 evener timaculate: £1,175.
19 50 £1,44, Golders Green Rd.
19 £1,48, Martin A70-salcon, \$2,000 miles.—Autowork.
20 £1,48, Martin A70-salcon, \$2,000 miles.—Autowork.
20 £1,48, Martin A70-salcon, \$2,000 miles.—Autowork.
21 £1,56.—Box 6215. [62]2.
22 £1,155.—Box 6215. [62]2.
23 £1,155.—Box 6215. [62]2.
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25 £1,155.—Box 6215. [62]2.
25 £1,155.—Box ammarculate carrier to the salconductor of the

ROBBINS 96-98 Upper Richmond Rd. hast Putney

1950 Austin A70, grey, sun esloon: £1.095.—L. P.
Doye Lid., 111-115. Additecombe Rd., Croy-

1950 Austin A70 black saloon, heater, 16,000 miles mitage Lane, N. W. & Seedwell 1242. (538 1950 51 Austin A70 Hampshire naloss, 20 Deansate Manchester, 3, Tel. Deansate 3325.

1950 Austin A70 selece, gree with b radio, heater, 27,000 mile Frickers of Holland Park (n. st door to

1950 Austin A76, 12,000 m

A 9 0, red, convertible, 1950, por tion: £1.150.—Whiteman, 21, Coelhu

1950 Series (December, 1949) A brown leather, heater, in tion; one owner; £1.085.—Clarke & Cadogan Lane, S.W.I. Bloane 4727.

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1951 (June) Austin A90 sports salcon, bl.
leather, 5,000 miles, offered subject
ance of B.M.T.A. Covenant.—W. H. Rvde, Ltd.,
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CAMDEN MOTORS, Ltd., Laze St., Leighton Buzza,
Deds. 761, 2041 5 lines; Witte for post-ficatalogue of rearly 500 cars, his purious of the strength of the strength

1950 (July) Austin A70 calcon, bice with blue miles, perfect, £125. Gibson, Storet Care Church) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel 1681.

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SEORGE NEWMAN & CO. have cash waiting for good Y Austin. A70 carts.

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We is the EMMAN & CO. have cash valiting for good Y Austin. A30. carts.

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19 3 S. since new scoptional condition; 2629.

MAYAIR CARRIAGE CO., Led., The Rude, Edgesser, M. S. College, Co., College, C

1939 Austin 18 Iver 7-passenger private owner, 30,000 miles.

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A USTIN 1939 18hp Norfolk asloon, very nominal im-age for its age; finished in black and interior inmarked brown hide. the car is in absolute wonderly condition and a bargain at £445.—Tanfield Garai fulldford Rd., Horsham 1937. A & S Seven momenter Saloons also Limousines selected carriages, with mechanical guaran-

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O 5 cms.—Austin 20 1958 Mayfair 7-seater limosine, black, unholstered leather throughout, sliding partition, face-forward occasionals, roof lugange carrier, discs, very good connition, terms, euchanges, list, open 9-7 week-days and Saturdaya.—Rowland Smith, Samo-stead (Hampstead Dulle). Hampstead 6041. [783]

ROWLAND Sid-Thi's, the Aus'in buyers.—

A & S Limeusine, Ranalach, 1939, partition, carriage, exclusions, Ranalach, 1939, partition, carriage, exclusions, leather, magnificent of a standard and standar

1951 Austin Sheerline timousine, black, speede-1951 meter reading, 2,500, 3. Maytair 8351/6. 1033. New Bend St., London, W.3. Maytair 8351/6. MAR MART Ltd.

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YEWNHAMS, Ltd.

1952 (Jan.) Austin Sheerline saloon, black with 1952 being, milenge 2,086; B.M.T.A. permission. 1950 excellent condition, black with grey. REWNHAM Mouse, 235-7-9, Hammersmith Bd., London, W.S. Riverside 4646.

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[7087] GUY SALMON AUTOMOBILES, Ltd., offer:-

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1949 Austin Sheerline saloon, black.—C. A. Peto. Lid., 42, North Andley St., W.J. Mayfall 5051 ISIN Sheerline, November, 1950, one owner since MuSTIN Sheerline, November, 1950, one owner since Minaculate: \$4.50 NINDY, Adam and Eve Mewr. High MISIN STRUCK, Adam and Eve Mewr. High at Conditions, West, 4795.

1950 One careful owner, small mileage, immaculate condition; £1.850—Somes, Bouncer Mepti \$186, pages 1866.

1950 Austin A123 Cheerline calcon first register holstery one owney, fitted Exco radio, haster and two spotlamps, in excellent condition throughout; all, 794 ATHUR MULLINER, Lad. Bridge 28., Northampe

(flaies), Ltd., 42, Queen Sr., Masicinieda. 7tt. maintinland Committee of the Committee o

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CAR MART, Lid., USTIN CARS A USTIN CARS

REQUIRED immediately,

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CORGE NEWMAN & Co. have cash waiting for and OW is the time to sell to them at Be9. Emotion Mei.

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at reasonable price—Box 5221.

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Only, immaculate in every way; £1.379.

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COWLAND SMITH'S. the Austin buyers.—HampCOWLAND SMITH'S. the Austin buyers.—HampLetted High St. (Hampsteed Table). Ham, 5041, 10956
USTIMS wasted.—Smith. 58, Challe Farm Red.

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ALL models Austin tripmint; required.—Cowland.
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VME best service only, highly akilled mechanics with efficient supervision. ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665, [0223] G. NORMAN & Co.

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1949 (Dec.) Bentler Mark VI Park Ward drop head BUY or sell your car at 103, New Bond St. London, W.1. Maylair 8391-6.

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P B L TD. 10.24 My-litre Bentley Park Ward sports saloon.	BENTLEY (3%- & 4%-litre) B ACK BARCLAY, Ltd., ARGEST official regaliers of Bentley and Rolls-Royce:	CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Follett, Ltd., Accredited Rolls-Royce and Bentley Royce, W. L. Tistandard steel saloon, 1950 2-tone grey, blue grey hide, san amoust, bust decarbonised, outstanding condition; £4,750. W.E. can also offer from stock several other late models
1994 33-intre Bentley Park Ward sports allows biack and error, with grey leaster upshotsery. 1994 33-intre Bentley Park Ward sports saloos, all black with blue leather upshotsery. 1994 all salver with green leather upshotsery. 1994 Sy-litze Bentley B. J. Mulliner aports allow all salver with green leather upshotsery. 1994 Sy-litze Bentley B. J. Mulliner aports allow. All carn-in superb order throughout.	ACK BARCLAY. Ltd., ARGEST official regaliers of Bentley and Balla-Royce; 12-13, St. George St. Hanover Sq., London, W.1. JACK BARCLAY, Ltd. [0067] JACK OLDING, of Mayfair, OFFICIAL Bentley and Rolls-Royce retailers.	B. Berkeley St., W.1. May, 6266. SERVICE. Works and Stores: Barnsdale Yard, off Eigin Ave. W.9. Cunningham 5386. 8. [7760] 1934 Bentley 3%-litter sports saloon, vorv and black—C. A. Fein Edd. 48. North Audley St. W.1. Mayfair 3051. [541] 1040 Bentley Mark VI all-steel 4-door sports
PADDON BROS., Ltd., 60, Cheval Piece, 8,W.7. Ken. 9477. CAR MART, Ltd.	OFFER:	94. Bentley Mar. VI all-steel 4-door sports per sports of the sports per sports
1949 Bentler Mark VI standard steet calcon- months' guarantee; £4,500. C'AR MART. Ltd., Glouceater House. 150, Park Lane. W.I. (corner of Picendilly). Grosvenor 3654.	1947 Stock to loader tith couge into. 1948 Bentley Mk. VI power-operated coupe by Park Ward, green with green lith. 1948 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown that. 1947 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown that. 1948 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown that. 1949 Bentley Stlitre 2-sealer aports, block with the charge mather. 1941 Bentley Mk. Litre 2-sealer aports, block with the charge mather. 1941 Bentley Mk. With and used cars quoted on applications.	Kensinston Court, W.S. Western 6015. [6659] EDWARDS & Co., BOURNIMOUTH), Lid., Bourne- mouth (Tel., 1272-81, officially appointed Bentley relailers and repairers; reliable used cars in stock, 1948 Bentley Mark VI 8.8, whom black to condition, chanfleur maintained; £5,500, 55, Augustus Rd., Edgbaston, Birmingham, 15. Eds., 1141.
HOFFMANNS GARAGE, Ltd., HUDDERSFIELD Rd., HALIFAX.	ORTH Audley St., W.L. MAYPAIR 5242.	1936 cellent; £1 275. Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.W.1. Tel, Euston
GREAT Britain's leading specialists in Bolla-Royce and Bentley cars. PROUD Members of the Swain Group. A NATIONAL Motoring Organization.	R. C. MORTLAKE offers;— 1934 51/2 Bentley Park Ward d.h. coupe. 1034 51/4 Bentley Park Ward sports saloon.	5226 (5 lines) size Mark VI standard steel shows a same cit. 53,000 miles, black, being hide, literal lives, a new cit. 55,000 miles, black, being hide, literal lives, a new cit. 55,000 miles, black, black, black, literal lives, literal lives, literal li
1948 Bentiev Mark VI 44;-litre foursome drop brown leather douby Hooper & Oo., black with 1948 Bentley Mark VI 44;-litre standard sports 1860, black with blue leather.—Ref.	1935 514 Bentley Park Ward atect saloon. 1936 414 Bentley Park Ward atect saloon. 1937 414 Bentley Park Ward d.h. coupe.	TOBY MOTORS, Regent Rd. Great Yarmouth \$575-4. TOBY MOTORS AND TOBY TO THE TO THE TOBY TO THE
HARDS Bentley Mark VI 44-litre 2-door razor- due sports saloom by James Young, grew with beise hide.—Ret. H.7972. It cars carry our unitude A LL cars carry our unitude as time of purchase.— Plance of the plane for details to:— Plance of the plane for details to:—	R. C. Mortiake, 255, Kensal Rd., London, W.10. Ladbroke 5155, after 6.30, Arnold 4604, 7536 CYRIL SHEPPARD offers:—	51,000 miles immaculate condition; £5,000.—Lewis A. Cawthorne. Lid, Meanwood, Leeds, 6. 1937 44; Bentley 4-door saloon by H. J. Mulliner, black, grey upholstery, Ace discs, P100 head-lamos. moderate mileage, very clean inside and out, excellent mechanical condition good tyre, £1,700. NEWCASTLE (STAFPS) MOTOR Co., Lid., Brunswick St., Newcastle, Btafis, Tel. 66266-7-3. [5660
HUDDERSFIELD RG. HALIFAX, Yorkshire.	10.00 Bentley 41,-litre Park Ward 4-door sports gootless: £2.400.—Cyrii Sheppard, Shepherda Hill, Reading, Sooning 2345;—(VRIL SHEPPARD offers:—	1037 41 litre Bentley 4-qoor pliantess asloom, to body by Barcley, colour black, very attractive car and in beautiful condition throughout; offers op private owner who wishes to dispose of it.—Box
L'OX.	19 49 (May) Bentley 8.5, salom, one owner, out.—Cyril Shepard, Shepherds Sili, Reading, Son MASCOT MOTORS, Ltd., offer:—	CLARKE'S OF PIRBRIGHT. Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used on a reservice of the surrey and the four impaction. Tell Brookwood
OFFICIALLY appointed Rolls-Boyce and Bestler re- talens, special retailers of H. J. Mullimer con- mouth, have a selection of Rolls-Royce and Bestley car- moduling the undermentioned—re- 1934 Vanden Plas open Combridge bite, excellent classis haloncy owner requires offers. H. A. FOX & Co., Ltd., 3-5, Burlington Oardens, Old Bond St., London, W.J. Tel, Res. 7667.	1948 Mark VI standard sports saloon, gun metal with grey leather, one owner, 43 000 miles. 1936 %-little Gurner Mutting sports saloon. 1945 %-little Rippon sports saloon. 1934 %-little Thrupp sports saloon,	2201-2. DENTLEY Mark VI. first registered 7.7.40, 16.508 DENTLEY Mark VI. first registered 7.7.40, 16.508 Let a miles, radio, sunshine root, metallite strey, envi- ced 1.000,
R IPPOR. PIPPOR.	M ASCOT MOTORS, Ltd., 237/245, Kensai Rd., Lad- broke Grove, W.10. Ladbroke 1231/2. (7007 WKINNON MOTORS, Ltd., offer:	BENTLEY Similtre Park Ward 4-deor salcon, 1954. In sood mechanical condition throushout, schendid performance, 21 000 or near offer; reason for sale new carrived—Apply Transport Engineer, Unbers Withhire Brewery, Ltd., Trowbridge, Tel. 2001. 1939 head coupe by Hooper, marcon, being leather, power operated top, complete history available of consistent servicing by makers, first-class condition throughout; price 2,550.—Box 2595, or London Wail 1056, 1778.
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1949 Mark VI James Young 2-0007, once great with being leather. 1948 Mark VI standard steel saloon, black with brown leather, long steering column. 1948 (Sept.) Mark VI standard steel saloon, black with brown leather, wheel spats and chrome	MERITHNON MOTORS, Ltd., Lancham House, J. M. Stafford Rd., Wallington, Surrey. Established 1908. Tel. Wallington 5404. HAROLD RADFORD & Co., Ltd. NVITE you to call and inspect their unique selection of Bentley cars. 1 July Mark VI Bentley 2-door foursome	James Young, every possible extra, this magnifi- cent car is quite indistinguishable from new and a acknowledged as one of the smartest cars in the world lodgy, private owner; #6.250 principals only.—Tel.
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Now is the time to sell to them at 868. Europe Rd., London, N.W.I. Euston 4668. AN London, N.W.I. Euston 4465.

R High St. Officers in Pord humen.—Hampstead Pubel. Hann, 6041. (1935)

M Stat. 9000. Seven Sinters Rd., Tottenham, N.15.

Caster of low mineae Ford 10st. distance no conject.—Hatton, Lord St., Southport. Tel. 2269.

S new, nost-war Ford 10 required.—Fortune, S, Brace Court, Kingaton Hill. Surrey. Tube Hill 2768 (day). A LMOST new Ford 10 required; cash payment.—
A Moricy, 54, Streatham Hill, 8.W.2. Tulce Hill 4466.

FORD (V.8)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards
Lane, North Finchiey, N.12, Tel, Hillards 4444,
1950 Ford Plut salosses, choice of two cars, both
THESE cars are available for demonstration anywhere,
any time; hire purchase terms can be arranged.
HAROLD PERRY, Ltd., invicta Works, 279, Ballards Lane, North Finchiey, N.12, Tel, Hillides 4846,

BOOK & PORTER, Ltd.

1949 (June) Pilot mloen, black, fitted radio, heater, loose covers, 22.000 miles, fauitless; 6925.—Castelnau, S.W.13 (by Hammersmeth Bridge). PRIDE & CLARKE, Ltd.

£795 -1948 Ford Pilot salcon, see green, brown leather, radio, heater, one owner, excellent THREE months' guarantee: terms, exchanges; lists.— Stockwell Rd., S.W.S. Brixton 6251. [7450 C. & S. MOTORS offer

1937 Ford V.8 drop head roadster, fitted new engine fitted, oaly 4000 miles atnoc; £895 or terms arranged—Dudden Hill Lane, Weauden. Gladstore 8005-6. TOM GARNER, Ltd., offer:-

1950 Ford V.a Pilot salous, green with being cather, heater, 10,000 miles.
TOM GARBIER, Lda. 10-12, Peter St., Manchester, 2, Bacetriars 265-6.

1947 Ford Mercury, r.h.d., radio, beater, window-washers, all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Tel. Wembley 8691/5905. [7080 WARWICK WRIGHT, Ltd., offer:-

1950 Ford V.8 Pilot saloon, blue, blue leather, W.1. Pilot saloon, blue, blue leather, G.000 miles, W.1. Varylor, W.1. Ltd., 150, New Bord St., W.1. DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Pilot, black, brown hide, radio, bester, 10,000 miles: £1,125, 56, Park Lane, W.I. Resent 4966, 374, Ealing Rd., Alporton, Middx, Petrvale 3369, And 8 and 18 Annier Rd., Cation, 8.E.s. Hither Green 4821, pages

TULY 1950 Ford Pilot saloon, leather, mil. 9,000, £995.

JULY 1950 Ford Pitot saloon, leather, mil. 9,000, 2498.

XCHANGER,—Lingwood, Upper Bansett Ave,
Scuthampton, Tel. 68853. [9510]

94 9 Ford Pitot, leather, maio, 21,000 miles;
P. C. MARKIEON, Ltd., S3-61, London Rd., Shadbeld,
ORDON CARS (LOWIDON), Ltd.,—1980 Ford V.S Pitot
saloon, 21,008.

ORDON CARS (LOWIDON), Ltd.,—1989 Ford V.S Pitot
raloon, 2895. 373, Enston Rd., London, N.W.,
100 CONTROL (1980), 1980

CORDON Mouse. 373. Ension Rd., Lendon. N. W.1.

1937 Euston 634 % a sion 23bp. in perfect constitution

1948 For Development of the perfect constitution of the perfect constitution of the perfect constitution of the perfect constitution of the perfect perfect constitution of the perfect perfect constitution of the perfect condition; et al. (1900 per perfect condition) and perfect condition; et al. (1900 per perfect condition). Et al. (1900 per perfect condition) et al. (1900 per perfect condition). Et al. (1900 per perfect condition).

CAMDEN SECTION.—Ford Piot, alson (Feb., 1941)
with fawn interior, heater, said covers, mentinal oilsaus, exceptional value; 2005, could be selected to the control of the c

1950 (Oct.) Ford Pilot salcon, R. & H., 1.100 miles.—Green & Zonis, Ltd., 246-252. Deansgate Manchester, S. Tel, Deansgate 3325-6. 1950 Ford Pilot. 25,000 miles, heater, lea,her: £365.—Clayton's Cars (L. Ltd., 537, Euston Rd., London, N.W.I. Tel. Euston

£225 .--1958 model Ford V.8 22hp de lux 225 ezcellent runner, chen condition, Bray Motors, 180-184, West End Lane, N.W.6

1948 (November) Ford Pilot, green will upholstery, fitted radio and hes engine recently fitted in excellent condition

MOSTON SERVICE STATION, Ltd., 347, Hellinwood Ave., Moston, Manchester 10, Tel. Paisworth

995 green, fawn leether, with loose cover in radio, numerous extras, one careful own mileage, almost new condition; terms, exchange

milet a mark new condition, terms, exchanges.—Row-land Smith, below.

16 5 prac.—Ford V.S. 1937, 22hp 4-door saloon, black, 16 5 prac.—Ford V.S. 1937, 22hp 4-door saloon, black, 16 5 prac.—Ford V.S. 1937, 22hp 4-door saloon, black, 16 5 prac.—Ford V.S. 1937, 22hp 4-door saloon, black, 17 5 prac.—Ford V.S. 1937, 22hp 4-door saloon, black, 18 5 prac.—Ford V.S. 1937, 22hp

OSE & YOUNG Ltd., offer 1948 (September) V.8 Pilot saloon, radio, heater and leather, maculate condition, new engine recently fitted, £775.—65-69. Sternhold Ave., Streatham Hill, St 11 minute Streatham Bill Station.) Tules Hill

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THE CAR MART, Ltd., wish to purchase Ford V.S.
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YEOROE NEWMAN & Co. have eash waiting for good
X Ford V.S. 70 cars.

XOP as the time to sell to them at 300. Euston Rd.,
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Cot. Yarmouth, Norfolk
S new post-war Ford V.S. resulted.—33. Brussowick
Cot. Yarmouth, Norfolk
Court, W.S. Tules Hill 1268 (6ay).

COURT, W.S. Tules Hill 1268 (6ay).

COURT, C. Rampisted Tube. Ham. 804. (0368
CMPSON'S MOTORS (WEMBLEY), Ltd., require
Ford V.S. 1337 courands.—Wembler 5691.7363.

Dept vis. 1192 on the property of the property

190 % Prefect Unity, proceedings of the Cane, 190-194. West End Lane, 190-194. West End Lane, N.W.6. Hampslend 690. V.8 shooting brake, makers, 45 45 original body, 4-door, drop tall 8-seater, in minaculate condition, unrepeatable offer, Bary Moora, 190-184, West End Lane, N.W.6. Hampslend 690, 190-184, West End Lane, N.W.6.

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THE best service only, highly skilled mechanics with efficient supervision. CRMAND, Ltd., 405-9, King St., W.S. Riv. 3665.

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PRAZER NASH-B.M.W. exceptional repeated with the country of the co

\$395.—Type 45 saloon, 1956, very extensively re-chromed, 4 new 0.8, tyres, new 0.8, battery, new sports coll, most attractive car, ready for long service.—V W. Derruntum, Lie, 159-161, London Rd., Kingston 500.

\$2.37 5, or near offer.—France Nash-B.M.W. type 45 chassis, bodywork in good conduct. transmission of the conductive for the co

con, w.C.i.

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22 S teamer, immaculate grey and mole, 1958 issue 22 S teamer, immaculate grey and mole, 1958 issue 22 S teamer, immaculate grey and mole, 1958 issue 25 S teamer in the grey and process the same fittings include Hirth gear box, S.U.a. 5-branch exhaust, ager ocross, but not carved about for competitions; £055.—111. Leckhampton Rd., Cheltenham

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951 Healey Tickford saloon, many extras, small mileage. "Stiverstone" sports 2-str.

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Dermission to sell; £1.750. drep issed coupe:

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Le Eastbourne. Tel. 1958.

HEALBY 2-door sports easton. Brst registered 15-7-48 rails and heater very easterluir maintained and in first and the state of the sta

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1950 Rillman Minx Phase III drop head coupe.
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allians 23.4 new, an extremely alow looking motor carried by the property of t

RAYMOND WAY, HILLMAN 19

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1947 Hilman coupe 4-secist, excellent condition; Prickenham. Popesgrove 1880. [7562] H. A. SAUNDERS Ltd., offer:—

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1948 Hillman Minx. colour beige, one evener,
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1949 Hillman Minz Phase III, belge with red ieather radio, heater, 25,000 miles.—4, Brick St., Park Lane, London, W.I. Grosvenor 4778-3, [7238 WARWICK WRIGHT, Lid., offer:-

1950 Hillman Minx Mark IV calcon, green, red
WARWICK WKICHT, Ltd., 150, New Bond St., W.1.
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1948 Rillman Mark II estade ear, black, brown
WARWICK WRIGHT, Lds., 150, New Bond St. W.1,
H. A. SAUNDERS, Ltd., Radiett, Herfa

1950 Hillman Minx. Ph. IV. mileage 21,000. colour green, \$925.—Tein Radiett 5681-6. [5556

1938 Hillman 16 misses, rehored; £355.—Below. Hillman Minx drop head coupe, blue: £645.

ANGES .- "Lingwood," Upper Bassett Avenue, uthampton. Tel. 68851.

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1948 Secretarial conditions. 2756.

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1947 Minx MR. It saloon, blue, 60,000 miles.

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R UFFELL'S MOTORS, Weakstone. Harrow 6421-22.

1947 Hillman Minz coupe, black/brown, apeedo,
Tickrych reading 20,000 miles, ex. youn,
Tickrych specific proper Ft. Martin's Lane, W.C.2,
Temple Bar 3538, Upper Ft. Martin's Lane, W.C.2,
Temple Bar 3538, Upper Ft. Martin's Lane, W.C.2,
Temple Bar 1958, Upper Ft. Martin's Lane, W.C.2,
Temple Bar 1958, Upper St. Milman estate car.—Ernest Sution,
Till 1950 (Marth) Hillman 10 saloon, one owner.—Autowork
Ld. Winchester. Winchester 6434, 17020

1950 series Hillman Phase IV saloon,—Autowork, 17022 2395 - Hillman 10 1988 dri coupe, cood bood bood processes of excellent throughout; many others. Bodon, Will, Park 5006-7. Open Mon. to Sat. 9-6. (50 yards Molland Park Tube.)

£330 -Hillman Minx compe, 2-door, good cor dition - Pache, 52, Bolton Rd., Chiswick.

1949 Hillman Minz Phase III saloon, green brown leather interior, well maintained through 1942 Hilman Minx taloon, leather upholistry, kood condition throughout: £495.
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Cricklewood Broadway, N.W.2. Ola. 2254. 17406

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1950 Below. Minn naloon, black, 9,000.—C. A. 1950 Peto. Ltd., 42 North Audley St., W.1. Mar-

1942 Hillman Minx: £450,—Blue Star Garages, Ltd., Fortune Green Hd., N.W.6. Hamp-(783)

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295 ans. 1938 Hillman 10 saloon, recon. ens. approx. 5.000, splendid tyres, good cond. 1949 Hillman Minx mloon, favn, 27,000 miles:

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1950 Phase IV Minx, heater, radio; £985.—
Barnes Garage, 515, Pinchley Rd., Hamp-

1600 N.W.5. Ham. ZEEI, Mai. 1627. [600 Only of the property of

HILLMAN 10 (Aug. '46), private owner, 20,000 miles. I laid up 1949-51, repainted last summer, new tyres, pret-class condition, newrest £600; Newcastle-on-Tyne, 17715

1947 Hillman Minx saloon, silver grey with blue interior, first registered 1947, left-hand drive, in really good condition in every respect, daxed to December £595.

ARAGE SERVICE Co., Hoop Lame, Golders Green, N. W. I. Shaedwell \$408.

(1 N.W.11. Speedwell 3408.

1949 black Hilman Minx saloon, just recellulosed, exceptional condition, one owner, £825.—

Muchath, 36 Hilperton Rd., Trowbridge, Wiltshire, 17113.

(MAN 10 de luxe, first register sack, green leather interior, un-h.p. terms, part exchange.—He elsize Rd., N.W.6. Mai, 1341.

1948 (November) Minx drop his re-painted green with an maculate condition, £750.—Winn. 7. Oaks, Warwickshire Four Oaks 25.

 $K_{\rm ING'S}$ AUTOS, 725-727, High Rd., Seven Kings 3526 and 3527, week-days 9 a.m. to 7.30 p.m.

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1948 Hiliman Minx d.h. coupe, grey, blue leather,
one owner, 12000 milter only, guaranteed as
the throughout, 2755 l.h. terms arranged. K. Henry,
Lid, 03-05 Great Fortland 8t., W.I. Langham 8635
Lid, 03-05 Great Fortland 8t., W.I. Langham 8635

and 3554,

19.46 Hillman Minx ssioon, finished in black with
recorded minate 11.55 to seather interior which is unmarked,
recorded minate 11.55 to acquire this lovely can at a
barcain price; £625.—Grove Garage & Motors, 522, Fore
St., Edmonton, N.9. Tot. 4482. HILLMAN 14

Hillman 14 saloon perfect through consistent High Graph and perfect through the saloon before through the saloon back of the sa

well 0011. Speed. Speed 166, N.W.11. Speed. 27 of hack, sliding head, brown leather, very good and Saturdays. Royland Smith, Hampsteed (Barry 1988) stead Tube. Autowork Ltd., Winchester. Winchester. 4654

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REQUIRE modern low-mileage Hillman cars.

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WROTHAM Heall.—(Berough Green 4.)

ROOTES, Ltd., Devonshirs House, Piccadilly, W.I. 1939 28hp Hudson saloon, wireless, heater; 275

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As new, noti-war Hillman required.—Do, Nepcordt Rd.

As Hummediately for good Hillman.—H. F. Edwards,
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LMOGT new Hillman required. cash partial.—
Morley, A. Strentham Hill, S. W. 2. Tuber Hill close.

CASH buyers of low mileage Hillman Minxes of tance no object.—Hatton's, Lord St., Southpor

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CAMDEN MOTORS ursently receive and pre-section operators. Hillmans.—Camden Motors, Lake 38 Leishton Buzzard, Beds, Tel. 2041.

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THE test service only, highly skilled mechanics with efficient supervision.
ORMAND, Ltd., 405-9, King St., W.6, Rtv., 5665, [0224] ONDON & COUNTIES MOTOR MART, Ltd.

Hill.MAN repair specialist (50 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked,—79-91, Kings Rd., Pulbam, 8.W.6. Renown 1183. CARRIS MOTORS for Hillman spares and service.— Lewisham Bridge, S.E.13. Lee Green 8585. 10720

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1950 (1949 show model) Hotchbias Paris Nice upholstery, one owner, speedometer reading, 26,552 alles in very good condition throughout, 26,552 ALES and Service.

HAROLD RADFORD & Co., Ltd., Meiton Court, South Kensington, S.W.7. Tel. Kensington 6642 [7089 CHIPSTEAD MOTORS, Ltd., offer from stock:-

1048 model Grand Sports short chassis sports radio, etc. terrific performance, as new.
SPECIAL sports saloon, March, 1936, immaculate

SHORT chassis foursome coupe, late 1938, specimen PORTS saloon, late 1939, similar to 1950 model, im-

maculate. CHIPSTEAD MOTORS, Ltd., 197, Pulham Rd., Ken angton London, S.W.3. Flaxman 0052/7253/7154 H OTCHKISS Modane, probably the best grand as short chassis, close coupled saloon available to-dimodernised and in perfect condition, just made ready Continessal trip; 2985.—Box 8131.

Hetehkis Spares and Service Harold Radio Con Lidd., sole concessionaires for Great Bit and Hotchikis cars available at Section Court, South Single Court, South Single

HAROLD RADPORD & Co., Ltd., OLE distributors for London and Home Counties, offer:— YEW and unused H.R.O. cars available for early HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington, 6642

15 lines; H.R.O. 1100. black, 16,000 miles, excisen throughout. £595 or hearest. Write, 15 miles with the control of the contr

CHARLES FOLLETT L64, bave a large stock of SHOWROOMB: 18. Forkeley St. W.1. Nay. 6268. SPARE parts

SERVICE, Barnadale Yard, off Elein Ave., W.9. Tel.

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1949 Hudson Commodore, radio, heater, all Claffeson MOTORS (WEMPLEY), Ltd. (American Car Specialists), Tel. Wembler 8991/3903, 17082 HAROLD RADPORD & Co., Ltd.

1949 (February) Hudson Commodore assoon, colour two-toned grey, speedometer reading, 16,501 miles, fitted with radio and beater, left hand HAROLD RADFORD & Co., Ltd., Melton Court
South Remaington, S.W.?. Tei, Remaington 6041

GUY ALFREDE & Co., offer:-

1938 Hudson drop head foursome coupe in pont-ICKS CAR BALES, The Hudson Specialists, offer

Dicke CAR BALES. The Hudson Specialists, offer—
1939 (September) Hudson 22 minon, special
1939 (Hudson 17 minor) Hudson 22 minon, special
1939 (Hudson 17 minor) Hudson 22 minon, special
1939 (Hudson 17 minor) Hudson 18 minor
1939 (Hudson 17 minor) Hudson 18 minor
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G Easton 6611.

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1946 Rumber Hawk saloon; terms, exchang G EURGE NEWMAN & Co., 369, Euston Rd., Lond N.W.I. Euston 466.

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OFFICIALLY appointed Lagonda tetatiers.

ALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 5652 (5 lines). [0264 UY SALMON AUTOMOBILES, Ltd.

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1950 Lagonda 21/-litre saloon, 15,000 mles, mmaculate condition, one owner; £2,505 — Purismouth Rd., Thames Ditton. Emberbrook 5551-2-3.

Total innacialise condition, she owner, 22,399.

1934 Lagonda 4%-litte fixed head sports coupe.

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1935 September 1935 OARAGE, Ld., Hightown, Sholine, Southampton, Tel. Burnledon 25, 1765 OARAGE, Ld., Hightown, Sholine, Southampton, Tel. Burnledon 25, 1765 OARAGE, Ld., Hightown, All 1934 Adviller aports tourer, grey, Urwa as new-chansis comprehensively checked.

1934 Adviller aports tourer, grey, Urwa as new-chansis comprehensively checked.

1935 Adviller Rapide sports tourer, British racing green, coachwork in fine condition, engine company of the control of the condition of the co

rojainal sondirionXEV, Ltd., Selton St., Southport.
Tel. 5356.
1938 (Mar) Lagonda V.12 raison, immacular 17056dium. 2505 term. exhaust and telegraphic selections and telegraphic selections. Albert Embankment. S.E.11. Tel. Reliance.

9000 miles: November, 1950 Lasonda coupe, radio, policy heater, spotiess condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.I. Tel. Sloane \$1,000 pt. St. St. St. S.W.I. Tel. Sloane \$1,000 pt. St. S.W.I. Tel. Sloane \$1,000 pt. St. St. S.W.I. Tel. Sloane \$1,000 pt. St. St. S.W.I. Tel. Sloane \$1,000 pt. St. St. S.W.I. Tel. Sloane \$1,000 pt. Sloane \$1,000 pt. St. S.W.I. Tel. Sloane \$1,000 pt. Sloane

AGONTOWN 1939 2-litre sports 4-sir., excellent coa-dition, rebored brakes clutch, relined famous new hood, screens, two spars wheels. Floor, taxed the transfer of the transf

265 **ms.—Lagooda. 139: more de core de de core de de core de de core de core

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1939 Lunchester 14 taloon, special chassis, manual gear box. 4495.
10CRS CAR SALES, Ltd., 385-401 High Rd., Killings, Sales, Sales, Ltd., 385-401 High Rd., Killings, Sales, Sale

R PCO. Ltd. (Lanchesters Purchased). 16, Albemarle St. Mayfair, London, W.1. Regent 2952. [7228]
7 Lanchester 14hp Roadrider saloon de luxe, hinck, immaculate condition, specimen car;

MATTAIR CARRIAGE Co., Ltd., The Hyde, Edgware MRd, N.W.9. Col. 5082. ANCHENTER 10 April, 1949. milcon, 5 250 milcase; L. El, 100 required.—Tembet, 88. Branksome Wood Rd.

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ANCHESTER 1939 20hn maor edge saloon. mod
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ANCHESTER 10hp sports saloon in magnificent condition throughout, paintwork is unblemished at Dinished in blue and black, interior in light blue hid his car runs perfectly and looks very mosterin, bear this car runs detectly and looks very mosterin, bear the condition of the co

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1937 Lancia Aprilia, in immaculate condition. 170 I recellulosea, reconcument of the concept of t

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1939 La Salle V.S foursome drop head, black, radio, heater, steering column control; £750.—L.F. Dove, Ltd., 111-115. Addiscombe Rd., Croydon, Addiscombe Sod.

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18, Berkeley St., W.I. May. 6266.

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1936 Mercedes-Benz 500K foursome d.h. cabrio-let, exceptionally attractive; two-tone grev. SWANMORE GARAGE, 1176, Christchurch Rd., Ros-combe. Tel. Southbourne 1022.

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540 K supercharged streamlined four-some drop head with seep tail, fitted suitcase, etc. smoke bite south of the stream of the supercharged wheels, heautibit occul-tion throughout, low milesace wheels, heautibit occul-tion throughout, low milesace and the stream of th

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26 5 m. Mercedes-Benz, registered October, 1937.

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50 type 170, 16hp Continental four-scome drop 170, 16hp Continental four-scome drop 170, 16hp Continental four-scome drop 170, 16hp Continental four-score drop 170, 16hp Continental f

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10 T.A. 10hp Tickford drop head, 1859, £525; M.O. T.A. 10hp 2-senter, 1858, £255; M.G. P.A. 8hp 0. P.A. 8hp 195, £255; M.G. P.A. 8hp 0. P.A. 8hp 195, £255; M.G. P.A. 8hp 195, 2-senter, reconditioned engine, examing the sentence of the sentence o

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1947 M.O. T.C., black with beine upholstery, superb mechanical condition, fitted many extras, must be seen to be appreciated; choice of three NATES, must be seen that the spot, with no refer-from 515ms. CHASE terms on the spot, with no refer-ences, he formalities or guarantors; part exchanges our present motor cycle or car; unique 5 months refirm guarantee; always 200 cars under £400 to choose

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215 -M.O. 12hp M-type Magnette 2-sealer; ter-rife performance; come and try it. 108 -M.O. shp 25 sports 2-sealer; Shur; another 2115 -M.O. shp open sports 2-sealer, red and chromium; good battery, etc.; ruis very

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2245 - PA --seater, good condition.—Tw. Lee
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hast; nestest £220 secures.—Box 8295. BEARTS, of Kingston, M.G. specialists, sales, spares reprint 102, London Rd., Kingston, Tel., Kin., 3548.

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1936 M.G. N.A. Magnette 4-seater sports. 36,00

PA-05 miles, one owner, original condition, 2535

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1932 F type Magna 4-seater tourer, new hord

buttery, 35, Leigham Ave., Streatham 3123

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1948 (Sept.) T.C. M.G., green, excellent con-dition, Windtones, carrier; £645,—Hillside 1938 M.G. 12hp tourer, an economical car, quality

ance: £450.

CARR BROS., The Soho Garage, Soho Sq., W.L.

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M.G. P.B., 1936 model, complete overhaul, smartest

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1938 2-litre 18hp d/h foursome, special Salmon
4-door body; £350.—Burton, Wellbury Farm. Hitchin. Pirton 39.

1950 M.G. 14-litre saloon, bronze with beige upholstery, fitted H.M.V. radio, 14,000 miles.

1950 h.d.s.ary, fitted H.R.V. radio, 14,000 mineone owner, the control of the c

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245 gns -M.G. Midget, 1933 model. Shp J.2 2 seater, black silver wheels, spare tyre unworn carefully used, very good condition; terms, exchanges.

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1947 (June) T-type M.G., one owner, miles 22,000, black beige, excellent condition 2665, Clarke & Simpson, 73-79, Cadogan Lane, S.W.

MAYPAIR GARAGES, Ltd.—July, 1947, T.C.

2. scater, black, beige leather, nominal milea
smart car, in outstanding condition through

months' guarantee, £595.

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1938 1%-litre 12hp caloon, factory recondition transmission reconditioned, brakes relined, tele-control one owner practically throughout.—Speedsters, Lt

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ham Bill 8 W2 C it minute streams and secretary to the bill 6664. C it minute streams and secretary and the secretary an

M. G., June, 1947, T.C. Bew hood, side screens, respectively, and of extrast control of the cont T.C. M.G., 19.8.47, black/fawn, new hood, sc tyres, tonneau, resprayed, chromium grid. I 17,000, immaculate; £860, no offer, or exchange beam-Taibot.—92, Coburg Rd., Dorchester, Dorse

THE CAR MART, Ltd., wish to purchase M.G. cars.—
320, Euston Rd., N.W.1. Euston 1212. | 10866

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RITE or 'phone Toulmin Motors, 343, Staines Rd. Hounslow, Middlesex, Tel. Hounslow 2238 and [0345]

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1950 Morpan 44 100p 2-seater ports, one coner. Carbon 100 2-seater ports, one coner. Carbon 100 2-seater ports, one coner. Essay. Tel. Rubby 3-seater ports, one coner. Essay. Tel. Rubby 3-seater ports, one coner. Essay. Tel. Rubby 3-seater ports, one coner. Essay 100 2-seater ports, one coner. Tel. Rubby 3-seater ports, one coner. Institute, one coner. Institute, one coner. Institute, one coner. Tel. Rubby 3-seater, blue and chromaton 100 and 100

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Morgan Sparce and Sovieties service se

A CRES offer:- MORRIS MINOR

1949 (August) Morris Minor asion, finished in meter reading 15 lim, and other the meter reading 15 lim, and other the meter reading 15 lim, and other the meter reading 15 lim, and in manifected condition throughout 67708 Ltd. 186, Streatham Hill, London. 7 S. W. 2 Fel. Tubes Hill 1909. Condition 1072 M ORTS MINOR 1931, very good condition 1072 M ORTS M ORTS

CAR MART, Ltd. MORRIS MINOR

1950 Morris Minor tourer. 8.000 miles; 4855.— Car Mart, Edd., 830, Euston Re., W.W.1. 17317

LITE MOTORS offer: 19 19 Morris Minor shoos, green with beige leather but interior, immacdate condition throughout, for milesees for your first condition throughout.

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1950 Morris Minor saloun, grey with beige leather upholatery, 9,000 miles: 6395.

836-642, High Rd., N.12. Hillaide | C.M.I. CAR SALES (Pri. 0623) offer:-

Chair. Cas Gales (177). Colly care:

19 19 de Moris Minor, biack, low milesge, as new condition.—Swiss Cottage. Flochier Rd...

N.W.S. (1600c) mise condition; £725.—Below.

19 10 1000c) mise condition; £775.—

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19 10 Morris Minor, mise. Degree as new, 2003.—

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10 10 Morris Minor, mise. Degree (1800c) mise. Wolfing.

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1950 Morris Minor saloon, 10.000 miles, immacu-late; £885.—Henden Central Garage, Hen-

1950 Rottu Benisse. Hendon Critical Garage, 1950 don 1224-4, model Morris Minor tourse, spare uninsel; 1950 dos 6505. Bruce Prance, in. Cromwell Merse, South Kenstnaton. Pla. 0515. [7760 Morris Minor landon, beige, 14,000 salles, Bouth Kenstnaton. Pla. 0515. [7760 Morris Minor landon, beige, 14,000 salles, High. Alciston, Sessen. 761. Alfriston & With believed the Control of the

Loberts 2021 a., stortis House, Morden fild., 6, W. 19.
19 19 (October) tourre, immaculate, 12,000 miles, (diponal), no feature, immaculate, 12,000 miles, (diponal), no feature, imeasulate, 2505 for immediate diponal, no feature pieze.—Dottor Holgate, Greenfeld, Oldham.

THE CAR MART, Ltd., wish to purchase Morris Minor care.—350, Ruston Rd., N.W.1. Enston 1212. [0718 of Morris Minor and Co. have cash waiting for good Now is the time to sell to them at 80, Eurice Rd. London, N.W.1. Euston 4466.

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Morris 9 series E de luxe 8-door saloon, owner from new carefully maintained, augerts mechanism of the series of t

Part of the State AYTONS OF OXFORD offer:-

4 3 4 5 -1939 Morris 8 2-door saloon, finished in 4 3 4 5 hisek with red leather, in excellent condition, terms if required nor 18 months.

ATTORS OF OXFOR (MOTORS), Ltd., Rew Rd., Colfort, Tel. 3381 (MOTORS), Ltd., Rew Rd., T

1939 Morris 8 saloons, several from £280, below.

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1930 Morris 8 saloon, dark, red leather interior:
1935 Morris 8 saloon, black, red leather interior:
1935 Morris 8 saloon, black, red leather interior:
1936 Morris 573.
1946 Morris 8 saloon, is accollent condition; £485;
1947 Morris 8 saloon, in accollent condition; £485;
1947 Morris 8 saloon, the condition; £485;
1948 Morris 8 saloon, the condition; £485;
1948 Morris 8 saloon, the condition of the co

1950 (Feb.) Morris 8 saloon, black/beige, one owner, speedo reading 13,500, taxed for year, heater. os new: 2000. TICKFORD Ltd. 2. Upper St., Martin's Lane, W.C.2.

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3 6 Morris 6 4-door naiome, as new, £425; also
Enation 770 1968 at £465 and 1989 at £890.—8679 Auto,
3 6 5 nes.—Morris 8 1839 2-door subcon, grey (1777)
3 6 5 nes.—Morris 8 1839 2-door subcon, grey (1777)
3 6 5 nes.—Morris 8 1839 2-door subcon, grey and back, siding head, green and black, siding head green leather; terms, exchanges; int; upon 9-7 vesk-days and breather method. Properties of the properties of

out, 22 000 miles, any inspection, 5 montas telescentre.

FRINGITY CARES, Léa. de, North Bides, Wandsproche
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CATERIOQUE offer 1938 Morris 8 d-ajone saloon, black,
CATERIOQUE offer 1936 Morris 8 d-ajone saloon, black,
CATERIOQUE offer 1936 Morris 8 d-adoor maloon, clack,
CATERIOQUE offer 1936 Morris 8 d-adoor maloon

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E. 2. 5. -1939 Morris S Sarten E 4-center, really
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E. Balham Hill, S.W.12. (190 yards Clabham
South Tube). But. 1107-6-5.

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High St. (Hampstead Tube). Ram. 604. (6766
A Brew, post-war Morris 8 required—30. Records

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CASI, buyers of low-mileage Morris 8s. distance no

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Brown 48a, Drewstend Rd. 8.W 16. Tol. Strentham

650. REQUIRED, urgently, post-war Morris 8,— Frank & Wagstaff, 5-5, Grouch End Hell, Mountview 4801.

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1938 Funner; £13; or terms armanus.—Dieden Hull Lane, Readen; Lidstone Book.—A Morris 10; soud tyres, sood upholitary, nice runner; £13; or terms armanus.—Dieden Hull Lane, Readen; Lidstone Book.—A Morris 10; saloon de lune, exceptional condition; £05; A Faria Carlottone Condition; £05; A Faria Carlottone

1935 Morris 10 saloon, sound condition, rebore; £300.—10 Whitefriars Cro

westciif, Eases. 4.20c. - Sound condution, recent westciif, Eases. 4.20c. - Whiteritans Corrections and the conduction of the conduction o

Tel. Washed 481.

1935 special hodied drop head coupe with dicky, or hearly new and will not require any further expense whatcher in 152 condition, every major item in ever major item in the peanse whatcher in the foreign and further expense whatcher in the foreign and further expense whatcher in the foreign and fore

OWLAND SMITH'S. the Morris buyers. Hampster High St. (Hampstead Tube). Ham. 6041. [09] TROENTLY required, post-war series M Morris minons.

THEN WAGNETAFF, Ltd., 3-5, Crouch End
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Lase and Commission of the Commission of the

(day). Morris 12 de luxe salon, superb, ruise Hill The (day).

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10 18th St. (Hampsteed Tube) Ham. 6041.
10 3 8 Morris I saloon back, red leather interior,
MODALEN MOTORS, 311, Trinity Rd., wandsworth
Ocumon. Batterses 5573. 1784.

OVERSEAS CARS, LIA

1951 Morris Oxford enhant, black, brown hide, 9,000 Overseas CARS, Lod., 267, Brownpion Rd., Knights-bridge, S.W.1. Tel. Kunsington 7475, PRIDE and CLARKE, LOS

£895 -1940 Morris Oxford saloon, marcon/beige leather, 21,000 miles, radio, heater, excellent Condition.

THREE months' guarantees terms, eschanges; lath.—
Stockwell Rd. S.W.9 Brixton 6251. [745]

B. J. HUNTER, Ltd., offer:—

1950 Morrio Oxford saloen, carefully used; £975. B J. HUNTER, Ltd., 22, Crickiewood Broadway, N. W. Tel. Oladotone 6303, H. A. SAUNDERS, Ltd., offer:—

1949 Morrie Oxford miloon, green with beige uphol-836-942, Rhrh Rd. N.12. Hilliside 0024. WARWICK WRIGHT, Ltd., offer:— (7267

Morris Oxford saloon, green, green leather, heater 6,000 miles. W.1. Kertish & C. Kondon, 150, New Bond Bt., W.1. Kertish & Thomson, Ld., offer;—

19 50 Morris Oxford saloon, green, 10,000 miles, perfect order throughout, 2008.—564, Wick-MORRIS OXFORD 1950, beater, £1,175.—Eimpirique, 5048. 1949 Morris Oxford saloon, grey, with b

1950 Morris Oxford saloon, grey, leather up W. J. BROWN, Lad., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstend 4414. 339 Finchiev Rd., N.W.3. Hampstend 4416, 7511
1949 (June) Morris Oxford saloon, marcon heige lather, one owner, fitted heater, speedingter, 10,000, excellent condition throughout: 4855, 70 Mr. Calebrate Condition throughout: 4855, 70 CM College Control of the College Co TANKARD & SMITH, Ltd., offer a 1930 model Morts Oxford saloon, black with brown leather, one owner cally and in excellent condition; \$805.—395-232. High Rd., N.15. Stamford Hill S991. [1222] Merris Oxford Gara Wambel

THE CAR MART, Ltd., wish to purchase Morris Oxford Cars.—150. Park Lane. W. I. Grosveno 3434. 10717 A new, bost-war Morris Oxford required.—3b. Nys-could a. C. W. I.C. The Hill 150 decay merital and the could be a few of ROWLAND SMITH'S, the Morris buyers.-Ha steed High St. (Hampetsad Tube). Ham. 6061 CAMDEN MOTORS urgently require sood MOZIANDEN OXFORE—Cambern Metorn, Ltd., Labr St., Leiphton, Van Cambern, Leiphton Winner, Joe milesse Morris Oxford salsons immediately.—Wileya (Slough), Ltd., Morris House, Labados St., Slough, Tul., 21435.

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1950 (Nov.) Morris Six msloom 8.000 miles; £1,150. —Car Mart, Ltd., 150. Park Laue, W 1. Grosvenor 3434. 17516 PRIDE & CLARRE, Ltd.

1949 Morris Six malcon, beign/beige leather, low mileage, superb condition; choice of two

13-43 mileage, impers concuton; cheese ind.

THREE menths' suarantee; ferms, exchanges; list—
19-50 miles fitted heater.

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THLOX (SLOUGH) Lid., Morris House, Chandos S. Blooch, Tel. 21469.

E. Slooch, Tel. 21469.

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1950 Six saloon, block/brown, tartan covers, heaving the following steel in macculate: £1,050,—8. Saundera, Ltd., 144, Oolders Green Rd., N.W.11. Spectrost well out. Marris Six Cars Wanted

HE CAR MART, Ltd., wish to purchase Morris Sig cars,-150, Park Lane W.1. Grosvenor 5454 (0875) I cars.—190. Park Lane W.I. Grosvenor 3494 (1987).

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ROWLAND SMITH'S, the Morris buyers.—Hampeleas High St. (Hampstead Tube). Ham. 6041. [0079

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COMPREMENSIVE range of Morris spares in stock in cluding E8 and M10 doors. L. Creamont V. Creamont V.

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THOSE OF AUTOTOS, Ltd., user; Ltd., user;

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1950 Oldsmobile 4-door saloon, registered 1951 on the hydramatic drive, radio, etc. low mileases JOE THOMPSON (MOTORS), Lid. 37, Fulham Rd. South Kensington (next to Michelins), Res. 4855 (610)

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey, Lingfield Stocker, State of Stat

mechanically sound and of first-class appearance; price

259. TRIBUTORS (RAWLENCE), L(d., Blindley Health

nr. Lungheld, Surveyley 19 4-door saloon, recorded

milenae 25,000, fitted loose covers and many
cutus, in absulted lunnar-state condition throughout

METCALFE & MONDLY. Adapting & Eve Mews. 1766.

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Lexington St., W. I, Gerrard Booth, Gerrages, L(d., 2,

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Delt.

125 ma.—Opel Cadet, July 1937, 12hp saloon,
narroon, terms, eachianges, list; open 9-1

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O'EL 29-litre 4-door saloon, reliulosed faw, [7866]

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O'Chynpia in reasonable condition considered as part or Chynpia in reasonable condition considered as part

MAYNER MOTORS, Ltd., Southampton St., South-manpton, Tel Southampton 3286 and 4944. [72]4 ROWLAND SMITH'S. Cars Wanted

WLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham, 6041, (1986) MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6. Southampton St., Seathampton, 10831.

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LATE model Packard 4-doer saloen, colour blue, registered April, 1930.

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South Kennington (max to Michalms). Kennington (1930 Control Kennington (max to Michalms). Kennington (1930 Control Kenning

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CASH immediately for good Packard.—H. P. Bewards.
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Sole Concessionaires, Great West Rd., Brentford, JUNARD WILLIAMS & Co. (1949), Lid., Packard
J. Sole Concessionaire, Great West Rd., Brentford,
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JOE THOMPSON (MOTORS), Ltd., Packard special-lint, 97, Fulham Rd. (best door to Micheins), S. Kensington, Kensington 4858. [0803] EONARD WILLIAMS 6. CO. (1940), Ltd., Packard Joel concessionaire, Packard Buildings, Great West Rd., Brentford, Middlese, Ealing 300. (1946)

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1939 Pontisc small 6 saloon, reconditioned 5,000 miles, all new tyres, in 1952 condition through 6-7, Warren St., W.I. Euston 3268.

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1937 beautiful Railton 26hp sports mloon, with blue leather, fitted radio, twin N fog lamp and dual horns, maintained in perfect colling, £505.—Pantiles Service Garage, London with time realise, ditted radio, twin Mode image and adult brown, entirely experience of the first particular to the first par

Cash immediately for good Rallom, R. F. Révarda, Co. O. Charletty for good Rallom, R. F. Révarda, C. Cash immediately for good Rallom, and Co. Cash Co. Cash

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Lockheed brakes, automatic issess radio, perfect condition.

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1950 Riley 3%-litre saloon, 7,000 atiles; £1,695,— Car Mart, Ltd., 150, Park Lane, W.1. Gros-CIMPSONS (EDGWARE).

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CAMDEN MOTORS.—Rise of the large and conditions. The condition of the cond

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PEARTS of Kingston, Riley specialists, sales, spaces, prepares—102, Lonous Rd. Kingston 5548. Perspecialists of Christ-Good selection always while able action assentance—bee smooth 2500 to 25500 perspecialists. 1949 Riley 2%-litre saloon, black.—C. A. Peto Soli, Ltd., 44. North Audiey 5t., W.l. Mayfain 1946 Riley I'l-litre saloon, black with hower to be there, nited radio, low mileage, excell JOHN CAMPBELL MOTORS, 415, Helloway Rd., N.7, North 4441 South said.

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15 May 15 "Lead to the saunderster of the 1949 (July) Riley 11-litre calcon, perfectly by one owner, only 15,000 miles; offers £1,200.—Adameen, 39, Hedley &t., Maidstone 377; 1950 Riley 2%-litre 3-seater roadster, mi.osg 10,500, no reasonable offer refused.-Fernbaht, Christchurch Rd., New Milton, Hampshire. 1947 Riley 11.-litre saloon, in immaculate condi-tion, 30.000 miles: £975 or near offer.— Reply to Mr. J. C. Harris, 34, Great Western St., Atlenton, 2000, 17221 173 1950 (Oct.) Riley 21,-litre 5-seater tourer, coluir mileage 1,800, indistinguishable from new,—Further par mileace 1.000, minimugusanan tivous etricutore, Aldams C Roll C Sox. Ltd., Automobile Distributore, Aldams C Roll D «Soury, Tr. 1. 653.

19 47 (Movember Rile» 2%—fitre salooa, black, Feb. C Soury, Tr. 1. 653.

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church) Lid. Lyndhurd Rd. Christehurch, Hants
Tel. 1681. YOUNG, Lid.—Wanted, annal miles 1537
ROSE 5, True Riley 1500 model. It nematics—in 1537
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RLLEY distributors for 20 years.—Comprehensive list
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CREAT Britain's leading associalists in
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PROUD Members of the Swain Group. NATIONAL Motoring Organization. 1936 Rolls-Royce Phantom III sendance de ville by Omeror Futting in Sack with haven the programmer of H.6961.

1936 Rolls-Royce 20/25 Owen Sedanca d.h. coupe
grey hide, remounted spare wheel with cover disca,
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1935 40.50hp Thrupp reports tourer and saloon.
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The Arthur Mulliner sports ealoon, blue and marcon. October, 1934, first-class condition, heater, Ace discs, fitted Jacks, bumpers, etc. most cropped based on the specific production of the specific production

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DoLLS-BOYCE Phantom II closs-coupled sediance
Act ville immusate by Windowers, 1984; £695, clossDoLLS-ROYCE Phantom II. 1983, fitted late clossfive Maperly, munitable birs work, unused occasionals,
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Loccasionals, black, magnificent carriage; £1,740.

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1947 Rover 14 6-light saloon, black, in really excel-lent condition: £1.05.—8. Bowen & 6cm. Hillid Garrier of the condition: £1.05.—8. Bowen & 6cm. 1946 Rover 14. one owner, £3.00 recorded mis-age, immaculate condition; £875.—Broad-way Motors, 67. High St. Hounslow. Fel. 0.175. 17057 var moiors, vr. High St. Hounslow. Tel. 0175. 17067
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1950 Rover 75 black saloon, crimson leather, 11000, immaculate 61,900, Kay 204, Aberdeen 17108

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1948 Rove 75 4-light sports micro. 19,000 miles— R. C. Mortlake 238 Ketsasi Bid. London, W. Io. Ladhroke 3155, after 6.50 Arnold 4604. [7535] 1950 red leather, moderate mileage, radio, etc.— Gur's Motors (Lelecater). Ldd., Gombelt 49., Lalevater.

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A ton, Tel. 507.

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1950 (October) Land-Rover, 5,000 miles, condition 1940 (he every way in keeping with milesage 1940 (september) Land-Rover 12,000 miles, excellenged land-Rover and architect conditioned, quarantaeed Land-Rover and architect HARVEY HUDGON, Lin. the Land-Rover Specialists, South Woodford, E.18. Waasteed 0056, [7475] PHILIP RICKARDS, Lid., offer:—

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1948 Singer 10 de luxe 4-door maloon, excellent condition, small mileage; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 485, Hertford Rd., Enfield, least 1632.

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ACLAND & TABOR, Ltd., Welwyn 801, offer with three months, vanishnee; registered Desamber, 1948, p. 19

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Rowland Smith, below.

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Hampstend 6041, 1919, sports 2/4-seedey and tube). Hampstend 6041, 1919, sport 3M:200, 14,000 miles, unmarket 601, 1919, sport 3M:200, 14,000 miles, unmarket 601, sport 601, spo

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5456-7-8-5, Administration of Comments (A., Bromley, Kenl. Halls (FINCHLEY), Ltd., have a compreherrange of Standard spares for immediate de and also reconditioned Standard exchange engines 1939 onwards, guaranteed three months; Girilgan Bandin stockists, Areadia Are., Finchley, N.J. Fin 5906-9.

STUDEBAKER MOTORS offer:-

1948 model Studebaker convertible

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Simpson's Mottogs (Westhellery), Lid., (American Car Specialists). Tel. Wembley 6601.3601. [6118 193 g. Gudehaker President minou.—Autowork. 1943 g. Gudehaker President minou.—Autowork. 1958. [7017 1958].

Court, W.E. Western core.

Simpson's Motors (Westerley), Ltd., require Studebakers (1887 oneards), -Wembley 8001, 5005, 10073

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulae Hill 4505. [0315] BROOKLANDS. SUNBEAM-TALBOT

1950 Sunbeam-Talbot 80 saloon, small mileage.

103. New Bond St., London, W.1. Mayfair 8351-6. 1950 Sunbeam-Taibot 80 xaloon, 6.000 miles:
N.W.1. Eugen 128, ...Gar Mart, Ltd., 520, Euston Hd.,
POON & FORTER, Ltd., 7324

1948 10hp saloon, black, careful owner, 19,000 miles, £995.—Castelines, 8.W.15. By GV ALPRIEDS & Co., celev.— (7484

1939 Sunbeam-Talbot 10, outstanding condition for its year, -6-7, Warren St., W.1. Euston 17059 CHARLES POLLETT, Ltd., offer -

1949 Sunbeam-Tulbot 90 saloon, granite grey, only, guaranteed; £1,25, and owner, 16,000 miles 18, Berkeley St., W.I. May, 6266.

SERVICE Works and Stores, Barnedale Yard, off Elein Ave., W.9. Cunning aam 5936-8. 17765 PHOENIX MOTOR Co. (SURREY) Ltd., offer:—

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R: £1.150.

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CURREAM-TALBOY So mhoon, 1999, black with brown hide, R.M.V. radio, moderale milesay: £795—15. Lavy, western 2641. Talbot 50 mileon, bronze with 1949 industry, statement of the control o M Ave. Moston. Manchester. 10. Tel. Fallsworth 1358 and 1857.

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soul of res. tale-copy band, exceptional contracts, terms.

Rowland Smith, Hampsend (Hampsend Tube, Hampsend 1914)

1950 (September) Sunbeam-Talloc 80 coupe, 17577

1950 (colour actin bronse, one owner; low milester, tased year; £1,065,—B. a fixed (Seiba,), Ltd., &2, Queen 8., Maidembend, Tvl., Maidembend 393,—Trigs MATFAIR QARAGES, Ldd.—199 10bb grop head MATFAIR QARAGES, Ldd.—199 10bb grop head

MAYFAIR CARAGES, Las.—1999 10hp drop head foursome coupe, receilulased grey with grey leather upholstery, new hood, very carefully maintained in outstanding condition throughout, 3 months guaran-

M AYFAIR GARAGES, Ltd., Balderton St. (opp Sel-fridges clock), Mayfair W.1. Mayfair \$104-5. [3631 1947 model Sunbeam-Talbot S-litre aperts sale cood condition. In new tyres, taxed for year, 2845: "Brooklands," Station Rd., Verwood, Dorset, Tel. V wood 573.

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M THE CAR MART, Lad., wish to purchase Sunbeam-Talbot cars.—320. Euston Rd., N.W.1. Euston (0156

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REQUIRE modern low-mileage Sunbeem-Talbot care IRMINGHAM .- Lower Temple St. (Contral 0411). ANCHESTER -120, Deansgate (Blackfriars 0677). MAIDSTONE.—(Maidstone 3333.)
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CASH immediately for good Symbox.—Tailet.—H. F.

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TALBOT Tibes calone. Here registered April. 1885 melange and beater. 2855.—Campbell Symmetric wentbies gade beater. 2855.—Campbell Symmetric wentbies gade beater. 2855.—Campbell Symmetric wentbies gade. TalaBOT 105 model. 1987. 245p. fitted with the meet expensive drop beat four-more cause body, by every way good; price 5475.

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C. & W. MOTORS, Ltd., Queen's Head Garage, East. End Rd., N.S. Finchley 6236 (5 lines). (\$500)

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PRESELECTOR one rose. 35 Grant Rd. Addressable 2881, 1988

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A June) Triumph 2000 saloon, finished in black besuffully better to extremely oracles over and in measurement of the control o

1950 (New.) Triumph Mariforer saloon, maroon, maroon,

1949 Triumph 2000 Rondster, one ouner, green, I. F. WARD, Lid. 7, Hanner Court Yard, Ranover CL St. London, W. I. Tel. Maythir 0146, 17204 DON'S FURTHER, LIS.

950 (November) Mayflower, special blue cellu-line hader, unicratched, milesge 6,000, 000.—Castelliau, S.W.13 (by Hammersmith Bridge).

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£995.—1949 Triumpia 2000 ressor-edge miloon, black/beige leather, one owner, superb con-THREE months' guarantee; terms; exchanges; lists,— Stockwell Rd.; S.W.9. Brixton 6251. [7455] ACK ROSE Ltd., offer:—

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Triumph 2000 Randster coupe, exceptional condition, metallic grey; £895.

1948 Triumph 1800 ranov-edge saloon, radio and baster, exceptional condition, black: £875.

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1950 Triumph Renown saloon, black, beige leather, WARWICK WRIGHT, Left. 190 New Bund St., W.1. Walder 9981. [7458]

1949 Triumph 2000 Roadster, 18,000 miles, one owner, £1080.—Portumeouth Rd., Thames Ditton. Emberbrook 5561-2-8.

CLAND & TABOR, Ltd., Welwyn 481, offer with three A CLARAD & LANGESCHEE

THE CHARGE STATE OF THE TRIVINETH 1800 Readular, Earl registered October, 1947, Britished erry blue feather, losse course, seculier, Collicia and 1949 (March) Triumph 2000 ml., gray, gray linther, ex. cond., 20,000 mlies, fitted radio. TickFORD Ltd., 6, Upper fit. Martin's Lane. W.C.2. Tomple for 330.

THIMPH

Triumph raisor-edge saloun, black, beine the saloun black, beine the s

19 19 Triumph 1800 saloon, black, radio, for a feel, for a see an new, 6995.—Hendon Central Can Hendon 1425.

19 50 (October) Maydower maloon, grey, 12 instead of the feel of

Triumph Libn Doionnite, new tyres, battery, and the property of the property o

1950 (April) Triumph Renown saloon, marchester, speedometer, 6,400, immaculate con OHN CAMPBELL MOTORS, 415, Holloway R4., N.7.

1947 Triumph Roadster, recorded mileage R.M.V. press-button radio, in most attractive controlled the structure of the structu H.M.V. press-outtoo rather. in sees state of the househout. SERN/UCE STATION, Ltd. Oxford Set. Despite. Prints Denham 2266—13841 PRIUMPH 1800 grey saloon, low salesage, excellent configuration, 1842, prysate owner, 2800, or bean.—Denham, Ltd., Lt

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1949 friumph 1600 ranor edge saloon
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M. THE CAR MART. Lid., wish to purchase Triumph cars.—320, Euston 184., N.W.I. Euston 1212.

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OFFER your Triumph to Ripco, 16, Albemarle St.,
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A Libert new Triumoh required; cach payment.
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provincial stockists.—Hollingdrate Automooile
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Bay (Tel. 5322).

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1940 Hillman Minx utility, just fitted new body; DiCKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9 [186]

Bradford utility, wooden body 5-seater; 1948
Chrysler Kingston 7-seater utility, at 1949
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10 5 ms. Four 8 (Jun. 1947) 4-door 5-seater utility coachicult variabled timber nody glass all round, removable rear seat, from tallboard, acarefully used, excellent condition, fermi, exchanges.—Rowland Smith, below.

10 5 ms.—Austin 10 10 ms. 1940) 5-seater utility and excellent condition for the found of the found

below.

39 5 cm. Ford V.8 (registered 1947) (£10 tax) 50hp timer beig, cram honor and wings, also and timer beig, cram honor and wings, also an interest and interes

ARADE MOTORS (MITCHAM), Ltd., 56-67, Monarch Parade, Mitcham, Tel. Mit. 3392, [9564] TILITY Hillman, folding seats, etc., reg. 1946; £350. WADCOL MOTORS, 150 6, West End Lane, N.W.6.

Hampstead 1177. EAD BROS. MOTOR COMPANY (LONDON). Ltd. BEAD BROS. MOTOR COMPANY (LOSDON). Ltd., offer: recitizered Hillman 10hn Utilecon. very districtive, £495.

5. Christchurch Me. Colliers Wood. & W.13.

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9. W. W. Liktin, Ltd., 1. Weston Park, Kingston-ond. Thames. Kin. 2241.

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20. S. S. Christchurch W. W. W. Liktin, Ltd., 1. Weston Park, Kingston-ond. Thames. Kin. 2241.

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23. Christchurch W. W. W. W. L. Lawrence W. Lawrence W.

UNREGISTERED Jeep utility, fitted most attractive door, £395.—Jacquire, Lid., 225-7, Hammeneyer, 1947.

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Br. Hammersmith. Riv. 2837-8.

RADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange.

Bonnersfield Lane, Harrow. Tel. 6225-6.

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POWLAND SMITH'S, the Utility car buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. [0993

1938 Vauxhall 10, good condition; best off Corner, 77, Upper Grosvenor Rd., Tumb 1938 Vauxhall 10 sln., very sound: £385.—Si London, W.14. Tel. Western 2312.

London, W.14. Tel. Western 2512.

N black, radio, low mileage, immaculate condition:
GeoS, ast months' sustantee. miscolate condition:
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25. East Hill. Claphan June., S. W.18. Batt, 5272. Open
9-6 each week-day, including Saturday. (2099)

TACK ROSE, Ltd., offer:-

1948 Vauxhall 12 sunshine saloon, very clean inside 2948 and out, good tyres, colour black; accept 225.—Stafford Rd., Wallington, Surrey. Wallington CLANFIELD LAWRENCE offer:-

1947 Vauxhall 12 saloon black superb condition throughout; £710.—407 High Rd. N.12

1946 Vauxhall 12 saloon, black with cloth uphol-

Below Very, the Indicated the

TAUXMALL 11
19 40 Vaushall 12 on sugs saloon, taxed, very excellent condition throughout; £475.—Kings
Motors, 1, High St., Hounslow, Tel. 5532.

B. J. HUNTER, Ltd., offer:—

1940 Vsuxball 14 saloson, engineer maintained;
B J HUTTER Lide. 22. Cricklewood Broadway,
1938 V art of chestons (1938) (1938) (1938)

RIC HAYES, Ltd., 13. Bishops Bridge Rd., Padding-ton, W.2. Paddington 0299. 2 ass., 1937 Vaushall 14 saloon; another, 275qns. Autosnips, 5, Balham High Rd., Balham 1509. 725 (7252) 1947 Vauxhall 14hp saloon, blue, leather uphe

1939 (Feb.) Vauxhall 14 saloon, grey, leather who will be upholstery: £485.
W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.S. Hampstead 4414.

1936 Vauxhall 14 sports saloon, excellent order; cross and exexchanges.

JACK WILLIAMS MOTORS. Ltd., 169. Priory Rd.
Hornsey. Mountview \$228 and 5774. [559
1948 (model) Vauxhall 14 saloon, black with

1948 (model) Vauxhall 14 asloon, black with model over leading the model of the mod

VAUXHALL 14 de nuxe satoon, Dusce, Bruss nure, au veet comming, exceptional model for the year 1937; 5565.

1939 (author) Pattern 598; 1939; 193

CAR MART, Ltd. WYVERN & VELOX

1950 (Nov.) Vauxhall Wyvern saloon, 8,000 miles; £1,115.—Car Mart, Ltd., 520, Euston Rd., [7326] N.W.1. Euston 1212. DRIDE & CLARKE, Ltd.

£899 -1950 Vauxhall Wyvern saloon, black brown leather, 12,000 miles, one owner excellent condition.

THREE months guarantee: terms, exchanges; lists.—
Stockwell Rd., S.W.9. Brixton 6251. [7456

CYRIL SHEPPARD offers:—

1948 (Oct.) Vauxhall Wyvern, finished black: guaranteed, £850; 1950, as new, £950. Oyril Sheppard, Shepherds Hill, Reading. Sonning 2345-6.

1950 Yauxhall Velog saloon, heater, radio, 18,000 Ilane, W.1. Grosvenor 5434.
H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, black with brown interior, 2.800 miles; £1,175, 836, 842. High Rd., N.12. Rilliside 0024, 17272 836 842. High Rd., N.12. Hillside CHARLES RICKARDS, Ltd., offer:

1950 (Dec.) Vauxhall Velox, black with brown leather, built-in radio and heater, spare unused, 8,000 miles, one careful owner since new; unused, 8,000 mines, our require for mileage cars.

A L85 a good selection of genuine for mileage cars.

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VAUNRALL Velox. 1899, low mileage, fitted with
North Circula Rd., Bitmebridge Park, N.W.10.
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CLAND & TABOR, Ltd., Welsyn 481, offer with
three months susrants Velox saloon, first registered July, 1950.
VAUNRALL VELOX saloon, first registered

1950 Wyvern aloon, blue, with brow upholstery, 18,000 miles, first-cli

Department of the control of the con £975 -1950 Vauxhall Wyvern saloon
11,200 miles, black with brown
Woking Motors (Maybury Hill), Ltd., Woking

1950 Vauxhall Wyvern saloon, miles.—British & Colonial Upper St. Martin's Lane, W.C.2. Tem 1949 (May) Velox saloon, grey/br really immaculate; £895.—H. Ltd., 144, Golders Green Rd., N.W.II. Sp

VAUXHALL Velox 1950, black, brown leath, heater, genuine 24,000 miles, recent compi-haul, immaculate condition.—James Neale & & Oraham St., Birmingham, I. 1950 (Spelember) vauxhall Wyvern de luze saloon.
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\$2.05 black with de luxe leather interior. But decoded and tuned and whole car very thorous serviced by maintain serviced by main distributors, immaculately maintain CAMDEN MOTORS, i.d., lake St. Leighton Buzz Calalogue of nearly 500 cars, here purchase, part calalogue of nearly 500 cars, here purchase, part and one of the cars of the cars

CASH bu, ets of low-mileage Wyvern and Velox Vau
Challs, distance no object,—Hattons, Lord St.

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IT is important that the car you purchase is in excel-lent condition throughout.

-6, Berkeley Sq., W.1. Grosvenor 4328.

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[Inest, Vauxhall main dealers 1549) Vauxhall Wyren.

1950 Series (November, 1549) Vauxhall Wyren.

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stripped and vertices.

A LWAYS a good selection of used Vauxhalls in stock
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ME CAR MART, Ltd., wish to purchase Vauxhall Cars,—150, Park Lane, W.I. Grosvenor 3434, (0975) HAW & KILBURN, Ltd., Vauxhall main dealers,

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6. Berkeley Sq., W.1. Grosvenor 4328. ROWLAND SMITH'S.

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Durchase pott-war vaushall cara.—Tel. Wains purchase pott-war vaushall cara.—Tel. Wains cross 276c (STRATFORD). Lid. urgenity room to the control of the con

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